DECLASSIFIED
Authority:
NND 917033

~~SECRET~~

Enclosures to R/S -S 02378 of 3-9-49

Incident Summary Sheets

173 - 233 Incl.

~~SECRET~~

~~Secret~~ R/S S-02378 of 3-9-49
EXHIBIT #529 Hqd Air Material Command Dayton
Subject: Transmittal of Incident Summary Sheets 173 thru 233.

REPORT FILED M-5 AIRCRAFT - UNIDENTIFIED

JONES
2-27-50

~~SECRET~~

SUMMARY LISTS

Incl 1

Best Possible Image

~~SECRET~~ 22 MAR 1949 S-20300

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation .15 September 1948. Incident # 173

2. Time of Observation .1700 Central Standard Time

SECRET

3. Where was Object(s) Sighted .3 miles SE of SHREVEPORT, La.

4. Observer's Position . .ground
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer .George ADAMS , 256 Columbia Ave., SHREVEPORT, La.

6. Occupation and/or Hobbies

7. Attention Attracted to Object (s) while scanning sky with binoculars.

8. Number of Object(s) Sighted .one (1).

9. Size of Object(s) . .Approximately 12 feet in diameter.

10. Color of Object(s) .Aluminum

11. Shape (Sketch if Possible)

12. Nature of Luminosity

13. Estimated Distance of Object from Observer 2 1/2 miles laterally/ 50° off horizon

14. Speed of Object(s) . . . 100-150 mph

15. Time in Sight .10-15 seconds.

16. Tactics . smooth horizontal flight

17. Sound Made by Object(s) .none

18. Direction of Flight of Object(s) . South

19. Apparent Construction (Of What Material or Substance) . metallic

20. Effect of Objects on Clouds and/or Exhaust Trail . .no clouds visible.

21. Weather Conditions Existing at the Time . 1/10. cumulus at 5500 ft., visibility 15 miles, winds 20 mph at 20,000 ft.

22. Peculiarities Noted .Object viewed with binoculars at an angle of 50-60° above horizon. One object estimated to be 12 ft in diameter was seen. It appeared round, aluminum in color and was drifting to the south at an estimated 20,000 feet holding at round and leaving no exhaust trail

23. Summary of Incident . Remarks Noted: A unofficial release was made from Barksdale Field La., at 1900 Central Standard Time followed for 15 minutes and then discontinued due to communication failure. It is possible that this was the object sighted at 1700 CST (Observer at 20,000 ft at 15-15 ft.)

(Attach a Separate Sheet if Additional Space is Needed)

SECRET

5-20308

INCIDENT SUMMARY SHEET

Incident No. 174

1. Date and Time of Observation: 1 Oct 48 (Friday morning) 0540

2. Where Sighted: Ascension Parish, Township 10 South, Range 4 East 50 miles from New Orleans, La - ground

SECRET

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: E. B. Williams, Pres. United Land Co. 219 Dryades St., New Orleans. RA 0515

5. Occupation and/or hobbies: considerable flying experience

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): Approximately the length of a passenger aircraft

9. Color of Object(s): white-hot

10. Shape (Sketch if Possible) cone-shaped

11. Nature of Luminosity: (directed beam of light?) Seemed to be a white-hot cone. The object displayed no lights but seemed encased in flame. Did not light up the area.

12. Altitude of Object: (estimated) 1500 to 2000 ft

13. Estimated Distance of Object from Observer: 3/4 miles away

14. Estimated Speed of Object: Approx 200 MPH

15. Time in Sight: Sufficiently long to enable Williams to make a fairly detailed observation. Approximately 10 seconds.

16. Tactics: Straight and level flight

17. Sound Made by Object(s): soundless

18. Direction of Flight of Object(s) East

19. Apparent Construction: "flame"

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): red flames

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: No clouds with wind fairly calm

24. Peculiarities Noted: Object left no trail of any kind and did not light up the area

25. Summary of Incident: (over)
(See attached page)

SECRET

S-20300

Incident: 174

At the time of the sighting observer was standing on a little ridge facing south in the midst of a clearing some twenty feet wide. It was too dark for hunting in the woods but was sufficiently light for him to see the time by his watch. At 0540 hours Williams was looking to the south and saw an object which resembled an ice cream cone traveling east with the larger end in front. The front and appeared white hot (like the mantels in a gasoline lantern) Toward the rear it got gradually darker red. There was no visible metal or other material and no projections of any kind, only fire. The object made absolutely no noise and left no trail of any kind. It was traveling in a straight line from west to east and did not gain or lose altitude. There was no visible means of propulsion. It appeared to be about 3/4 miles away and at an elevation of approximately 2500 feet. Mr williams stated he was looking up at an angle of about 30° relative to the ground and observed the object for approximately 10 seconds before it was obscured by some trees. It appeared to be about the size of the average airliner and was traveling approximately 300 MPH. The larger end of the cone appeared thicker than the average airliner is through the fuselage but it was about the same length. The object displayed no lights other than it appeared encased in flame. It did not light up the area. There was no visible means of support and no control surfaces. There were no clouds and the wind was fairly calm.

Williams stated that he was a student pilot but could not get a pilot's license because of poor muscular coordination in his eyes. His color perception was normal and his hearing is excellent.

Investigative personnel stated that Mr williams seemed a reliable level headed person. He appeared conscientious and desired no publicity stating that he did not desire his friends and business acquaintances to josh him concerning the matter.

EAST
RED FLAME
RED FLAME
Facing South

INCIDENT SUMMARY SHEET

Incident No. ~~175~~

1. Date and Time of Observation: 23 Sept 1948 0945

2. Where Sighted: Sante Fe, New Mexico

3. Observer's Position: (i. e., ground, air, control tower, etc.) Ground, southwest from Plaza of Santa Fe, N. M.

4. Name and Address of Observer: A. Ruble Angier, 2620 Proctor St, Waco, Texas

5. Occupation and/or hobbies: Neon Sign Manufacturer - own employer
A pilot since 1928 - not a hobby

6. Attention Attracted by: Saw object glint while watching another aircraft

7. Number of Object(s) Seen: 1

8. Size of Object(s): At least 100 to 150 feet in diameter

9. Color of Object(s): white

10. Shape (Sketch if Possible) perfectly flat in appearance - compared to dime in sky.

11. Nature of Luminosity: (directed beam of light?) - Sighted in daylight

12. Altitude of Object: (estimated) 25,000 to 30,000 feet

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: Stationary at time sighted

15. Time in Sight: 15 or 20 minutes

16. Tactics: Very little movement if any noticed

17. Sound Made by Object(s): No sound determined at time of sighting

18. Direction of Flight of Object(s) Stationary - Seemed to move in a semi-circle, from S. to E. and finally to NE. May have been optical illusion.

19. Apparent Construction: Not determined

20. Effect on Clouds: No clouds

21. Exhaust Trail (Color of): No evidence of exhaust noticed

22. Manner of Disappearance: Still in view when observer left

23. Weather Conditions at Time of Sighting: CAVU

24. Peculiarities Noted: Gave the appearance of being flat

25. Summary of Incident: (See attached page) (over)

Incident 175

While watching a government plane come in for a landing at Los Alamos at 0940 hours 23 Sept 1948, witness noticed something glint in the sun. Focusing his attention on the object he perceived that it was perfectly white, neither transparent or translucent and that it had no metallic sheen. It was perfectly circular, the side visible to him being flat - much as a coin would appear when observed from a distance. It appeared no larger than a dime. Lining it up in relation to the tip of the radio tower he backed off to the north. The object appeared clear out of the picture in relation to the tower. Using this perspective he judged the altitude to be approximately 30,000 ft. At this altitude the object would necessarily be some 100 to 150 feet in size in order to be visible at all. There were no projections, air-trails, or exhaust of any kind. He called the object to the attention of Mr Fairchild, his companion. Both men then went into a building transacted their business and at the end of eight minutes they went outside and perceived the object in approximately the same position. From the time Angier first saw the object to his last observation was approximately 15 to 20 minutes.

AGENTS NOTES: Mr Angier is approximately 50 years of age, well settled and conducts his own business. He is an experienced pilot, comes from a middle-class family, is a little above average in intelligence and is a good conversationalist. He told a straight-forward story and did not contradict himself. He appeared honest in his convictions in his belief that he saw an unconventional aircraft. He was convinced that the object was not a weather balloon since he is familiar with weather balloons.

INCIDENT SUMMARY SHEET

Incident No. 175a

1. Date and Time of Observation: 23 Sept 48 0930

2. Where Sighted: Santa Fe, N. M.

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr John C. Fairchild

5. Occupation and/or hobbies: Building Superintendant
drawing, mechanical inclinations also woodworking & photography

6. Attention Attracted by: Glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): 150 - 200 feet estimated size

9. Color of Object(s): bright silvery object

10. Shape (Sketch if Possible) oblong egg shape

11. Nature of Luminosity: saw just a silver streak
(Directed beam of light?)

12. Altitude of Object: 30,000 feet
(estimated)

13. Estimated Distance of Object from Observer: 7 miles

14. Estimated Speed of Object: 700 or 800 MPH

15. Time in Sight: N/S

16. Tactics: Straight course

17. Sound Made by Object(s): None

18. Direction of Flight of Object(s) Northeast - Southwest

19. Apparent Construction: Unknown

20. Effect on Clouds: Clear sky

21. Exhaust Trail (Color of): Bluish appearance to rear

22. Manner of Disappearance: Faded from view

23. Weather Conditions at Time of Sighting: CAVU

24. Peculiarities Noted: Sort of a sunflower shape at the end of object seemed to be apart from object but close on its tail

25. Summary of Incident: (over)
(See attached page)

Incident: 175a

Statement of Mr John C. Fairchild does not tally with that of A. Ruble Angier. See Incident 175

Mr Fairchild saw a bright silvery oblong or egg-shaped object which appeared to have a speed of 700 to 800 MPH and which seemed to have a sort of sunflower shape at the end of it but apart from the object and close on its tail. He perceived a bluish appearance to rear of the object which could have been exhaust. To him the object appeared silvery instead of white and oblong rather than round. Mr Angier thought the object remained stationary. However the discrepancy in time could have accounted for this. Apparently Mr Fairchild observed the object some 15 minutes before Mr Angier observed it. Also it would seem that he watched it for a greater length of time in that he mentions that it faded from view whereas Mr Angier stated that it was still in view when he left.

INCIDENT SUMMARY SHEET

Incident No. 176

1. Date and Time of Observation: 23 Sept 48 Approx 1200

2. Where Sighted: Castro's Ranch - 4 miles due east of San Pablo, Calif and 4½ miles South of Pinole, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Horace S. Eakins, Col., U. S. Army (RET) 1024 Esther Drive, Walnut Creek, Calif.

5. Occupation and/or hobbies: Retired army colonel formerly a veterinarian presently employed as a Meat Inspector by Calif State Dept of Agr.

6. Attention Attracted by: Was observing an Army bomber when he observed an unknown object flying above the bomber

7. Number of Object(s) Seen: 1

8. Size of Object(s): About the size of a 4-engine bomber - longer than wide

9. Color of Object(s): Main part of body translucent and of a dirty gray color

10. Shape (Sketch if Possible) undulating with center portion appearing spherical having the shape and depth similar to a globe - like amoeba

11. Nature of Luminosity: Did not reflect or give off light of any type
(directed beam of light?)

12. Altitude of Object: Over a mile
(estimated)

13. Estimated Distance of Object from Observer: Over a mile directly above

14. Estimated Speed of Object: very fast speed

15. Time in Sight: Could not estimate

16. Tactics: Appendages seemed to flap or oscillate while center portion remained stable

17. Sound Made by Object(s): No noise

18. Direction of Flight of Object(s) Nearly due east

19. Apparent Construction: Thought main part of object appeared like canvas

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): No evidence of exhaust

22. Manner of Disappearance: just disappeared from sight in a very short time

23. Weather Conditions at Time of Sighting: N/S Day was rather dull and hazy - there were very few clouds in the sky at the time.

24. Peculiarities Noted: See drawing attached

25. Summary of Incident: (over)
(See attached page)

While watching an Army bomber which was flying rather low, Col Eakins observed above and going nearly due east an unknown object. He asked his companion, Mr Bentham, if he were seeing things. Bentham substantiated the fact that there was an object above the bomber. Col Eakins described the object as being approximately the size of a large four-engined bomber. It appeared undulating in shape resembling an ameeba (See sketch inclosed). The object appeared to have 3 appendages forward and 2 aft which seemed to be flapping or oscillating while the center portion remained stable. Col Eakins thought it was a mile or more above the bomber. In the center of the object there appeared a round, dark circle which, in Col Eakins' opinion, seemed to be above the main body of the object. Further it appeared that the main part of the object was translucent and of a dirty gray color and that the dark, circular portion appeared to grow more dense in color as it approached the center. From this observation Col Eakins concluded that the dark portion was spherical having the shape and depth of a globe. He further stated that the main part of the object appeared like canvas. He could not estimate the speed of the object but said it was traveling at a far greater speed than the bomber or anything else he had ever seen. There was no noise of any type and no evidence of exhaust or trail. The object did not reflect or give off light of any type.

Col Eakins prior to his retirement in 1948 was on duty in Panama as a veterinarian with the Army mission. He retired because of personal reasons and not because of physical defects. However, Col Eakins is far-sighted and has to wear glasses. Neighbors and business associates established the fact that he is highly thought of and is reliable in all his dealings and associations with them. He impressed the investigator as being stable, intelligent and above average in common sense.

INCIDENT SUMMARY SHEET

Incident No. 176a

1. Date and Time of Observation: 23 Sept 48 Approx 1230

2. Where Sighted: Castro's Ranch - 4 miles due east of San Pablo, Calif & 4.1 miles south of Pinole, Calif.

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Sylvester Bentham, 2655 Dam Road Richmond, Calif.

5. Occupation and/or hobbies: retired butcher

6. Attention Attracted by: Col Eakins calling his attention to the object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Appeared from observer's viewpoint to be 2 inches by 1 inch by 1 inch.

9. Color of Object(s): Buff or gray in color

10. Shape (Sketch if Possible) rectangular outline with sharp corners (See attached drawing)

11. Nature of Luminosity: (directed beam of light?) N/S

12. Altitude of Object: (estimated) Very high

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: faster than any plane he had ever seen

15. Time in Sight: At least 3 minutes

16. Tactics: horizontal flight

17. Sound Made by Object(s): no noise

18. Direction of Flight of Object(s) northwest then turned north

19. Apparent Construction: Seemed to be covered with a translucent material

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Left no exhaust or trail

22. Manner of Disappearance: flew out of sight gradually fading from view.

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Seemed like a vegetable crate flying thru the air

25. Summary of Incident: (over)
(See attached page)

Incident 176

On 23 Sept 1948 Mr Sylvester Bentham was talking to Col Eakins when the Colonel called Bentham's attention to a single object in the sky. Object first appeared in the northeast and was moving faster than any airplane that Bentham had ever seen. Object appeared very high. Both Eakins and Bentham watched it for at least 3 minutes. It moved toward the northwest in a straight line at a constant speed finally turning to the North and faded from view. To Bentham the object appeared to have a regular rectangular outline with sharp corners. It was buff or gray in color with several darker vertical lines like ribs. (See drawing attached.) Object appeared like a "vegetable crate" flying thru the air and seemed to be covered with a translucent material. It made no noise and left no exhaust or trail. Apparent size was approximately 2 inches by 1 inch by 1 inch.

Mr Bentham's description as to the shape, direction and overall appearance of this object is in direct contradiction with statements made by Col Horace Eakins.

Mr Bentham further stated that neither he nor col Eakins were wearing glasses at the time and that he wears glasses only for reading. Mr. Bentham is 70 years of age. He is a retired butcher.

INCIDENT SUMMARY SHEET

Incident No. 177

1. Date and Time of Observation: 5 Sept 48 between 3:00 and 3:30 P. M.

2. Where Sighted: Kentwood, La.

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mrs Elma McDaniel & daughter Mildred

5. Occupation and/or hobbies: N/S

6. Attention Attracted by: Tangipahoa, La.

7. Number of Object(s) Seen: Object not seen

8. Size of Object(s): N/S

9. Color of Object(s): N/S

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: very high altitude
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: terrific

15. Time in Sight: Object not seen

16. Tactics: N/S

17. Sound Made by Object(s): Unlike any made by known aircraft

18. Direction of Flight of Object(s) west

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Unusual sound

25. Summary of Incident: Object was not perceived as it was too high and going
(See attached page)

(over)

at a terrific rate of speed. Witness states she has heard many planes but could not describe the sound.

Subsequent investigation of this incident reveals that according to neighbors Mrs McDaniel possesses a vivid imagination and that the daughter was inclined to take after the mother. Neither of the neighbors heard any unusual noises in the vicinity.

INCIDENT SUMMARY SHEET

Incident No. 178

1. Date and Time of Observation: 1705 - 1715 HST 18 October 1948

2. Where Sighted: Honolulu, T. H., 158° W 21° 5' N

3. Observer's Position: Ground
(i. e., ground, air, control tower, etc)

4. Name and Address of Observer: Maj Robert C Drum 2737 Pacific Hgts Rd, Honolulu

5. Occupation and/or hobbies: Major, USAF - rated pilot

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1 seen intermittently 4 times or 4 separate sighting

8. Size of Object(s): Appeared 4 or 5 inches in dia from observer's viewpoint
Estimated size: 10 to 15 feet in diameter

9. Color of Object(s): bright silver - comparable to aluminum in aircraft

10. Shape (Sketch if Possible) round or elliptical

11. Nature of Luminosity: N/S No flame or lights observed
(directed beam of light?)

12. Altitude of Object: 10,000 to 14,000 feet
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: 200 MPH

15. Time in Sight: Observed intermittently, one time for 4 seconds, another for 10 seconds, the longest period.

16. Tactics: No maneuvering - observed horizontal flight

17. Sound Made by Object(s): No sound noticed

18. Direction of Flight of Object(s) Northeast on steady course

19. Apparent Construction: metallic

20. Effect on Clouds: cloud formation blocked vision of observer as object was at an altitude between the two cloud formations (See attached drwg)

21. Exhaust Trail (Color of): No exhaust trail

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: High broken clouds 3,500 ft; 3/10s cumulus bases 3,500 ft; 2/10 alto cumulus 14,000 ft; 5/10s cirus est. 30,000 f Visibility: 15 m.

24. Peculiarities Noted: Was not conventional craft

25. Summary of Incident:
(See attached page)

On the afternoon of 18 October 1948 at approximately 1705 hours Maj Robert C. Drum stated that he had observed a strangely shaped glistening object in the north sector of the sky which was moving in a northeasterly direction at an estimated altitude of 10,000 ft. A stratus layer of clouds was situated above the object at an approximate altitude of 14,000 feet. The disc or discs were moving below this layer of clouds in that it was noted that on two occasions that the highest formation of clouds was at a greater altitude than the object observed and that the lower cloud formation blocked the vision of the observer thus placing the object between the two cloud formations or levels. Because of this lower broken cumulus clouds at a very low altitude which was moving in a southwesterly direction, the Major could not ascertain whether he saw the same disc four different times or four different discs. Over a period of 10 minutes the disc or discs were sighted four times. The longest period of observation was estimated as 10 seconds. The object or object(s) appeared bright silver in color and circular or elliptical in shape. No vapor or exhaust was present and no flame or lights were observed. No sound was heard. Speed was estimated as 200 MPH by using an estimated 40 MPH factor in the swirling build-up of cumulus clouds. Maj Drum compared the discs with a silver dollar slightly turned from a flat position, giving the object a disc-shape when held at arms length at a 45° angle above eye level. Maj Drum thought that the elliptical effect could have resulted from the angle at which the observer and object were located. Maj Drum stated that he was certain the object was not a conventional craft. One B-26 and one B-17 and one PBM5 were flying in the vicinity during the period 0230/Z to 0330/Z.

The above sighting was also observed by Mrs. Drum (Maj Drum's wife) and by his 8-yr old daughter. Both repeated precisely the same observations stated by the Major.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

#179

1. Date of Observation . . . Around Oct 1947
2. Time of Observation . . . N/S . . . . . .
3. Where was Object(s) Sighted . . San Francisco, Calif . . . . . .
4. Observer's Position . . ground - 1/2 mile from the great highway and playgrounds
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . John E. Pruitt . . . . . .
6. Occupation and/or Hobbies . . student at Maj Rockwell School of Aviation. . . .
7. Attention Attracted to Object (s) By . . felt "something like an electric arc".
8. Number of Object(s) Sighted . 1 . . . . . .
9. Size of Object(s) . . N/S . . . . . .
10. Color of Object(s) . . N/S . . . . . .
11. Shape (Sketch if Possible) . N/S . . . . . .
12. Nature of Luminosity . . N/S . . . . . .
13. Estimated Distance of Object from Observer . . Seemed so near he could reach out and touch it
14. Speed of Object(s) . . N/S . . . . . .
15. Time in Sight . . N/S . . . . . .
16. Tactics . . . N/S - . . . . . .
17. Sound Made by Object(s) . N/S . . . . . .
18. Direction of Flight of Object(s) . N/S . . . . . .
19. Apparent Construction (Of What Material or Substance) . "mysterious light" . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .
21. Weather Conditions Existing at the Time . . N/S . . . . . .
22. Peculiarities Noted . . . Seemed to fade . . . . . .
23. Summary of Incident . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Observer was walking thru the Golden Gate Park, when he observed a mysterious light that illuminated the entire ocean (insofar as he could see) He felt something "like an electric arc" which seemed to have the power to lower his hand "like a sack of shot". Observer states that he is subject to bruises and where the thing seemed to have contacted him he noticed a bruise the following day that had not been there before.

He stated that he couldn't find courage to report the incident since he didn't believe anyone would believe the story. He does not wish a further investigation.

NOTE: The account is very incoherent and the observer apparently not well educated. An extremely unreliable account.

INCIDENT SUMMARY SHEET

Incident No. 180

1. Date and Time of Observation:

2. Where Sighted:

3. Observer's Position:
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr White Smith

5. Occupation and/or hobbies: Body Work Manager, Studebaker Plant, South Bend, Indiana

6. Attention Attracted by:

7. Number of Object( ) Seen:

8. Size of Object(s):

9. Color of Object(s):

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
(See attached page)

No report on this as yet.

Add. Time
Info not Rec

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation . 4 October 1948 . Incident 181

2. Time of Observation . Approx 1430 hours local time

3. Where was Object(s) Sighted . . Near Dayton, Ohio . . . . . .

4. Observer's Position . From a C-47 at 6,000 feet . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . Maj C. M. Smartt, Pilot, 2349 AF Ordnance, Hamilton AF Base . . . . . .

6. Occupation and/or Hobbies . . Pilot and Ordnance Officer . . . . . .

7. Attention Attracted to Object (s) By . Came close enough to cause him to duck in order to avoid collision . . . . . .

8. Number of Object(s) Sighted . Three or four . . . . . .

9. Size of Object(s) . 1-1/2 feet long and 9 inches across . . . . . .

10. Color of Object(s) . silver or silvery white . . . . . .

11. Shape (Sketch if Possible) . teardrop . . . . . .

12. Nature of Luminosity . . N/S . . . . . .

13. Estimated Distance of Object from Observer . Seemed fairly close . . . . . .

14. Speed of Object(s) . Appeared to be traveling very fast .

15. Time in Sight . . a second . . . . . .

16. Tactics . . . . Traveled in straight line in gradual descent . . . . . .

17. Sound Made by Object(s) . None noticed . . . . . .

18. Direction of Flight of Object(s) . East . . . . . .

19. Apparent Construction (Of What Material or Substance) . . Metallic . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . No evidence of exhaust except for slight tail on tear-drop object . . . . . .

21. Weather Conditions Existing at the Time . . hazy visibility for 15 miles . . . . .

22. Peculiarities Noted . . Disappeared under wing of aircraft . . . . . .

23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Objects seemed to take no definite course but flew in a general easterly direction in a gradual descent. A few came close enough to cause the pilot & co-pilot to duck as it appeared they might come thru the nose of the plane. Maj Smartt's analogy is as follows: Take about 1/2 gallon of water and dump it 200 yards in front of an approaching aircraft about 200 feet above it, with the water taking the shape of a teardrop. These objects appeared to travel in a straight line toward the aircraft and gradually descended, passing from view under the wing of the C-47. The apparent speed of these objects appeared quite high as they remained in view for only a second. They were sighted one at a time at intervals of three or four minutes.

Discrepancies noted: In first report Maj Smartt reported seeing 15 to 20 objects. Later he reports seeing three or four.

In first report he states that they pursued no definite course in that some traveled downward and some traveled upward. In last report he does not mention that any pursued an upward course.

The analogy of comparing sighting of these objects to 1/2 gallon of water dumped approximately 200 yards in front of his aircraft and that teardrop objects were formed seems to indicate an impression of a group of objects seen at one time (as first reported) and not singly at intervals of three or four minutes.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation . . . . . October 1948 Incident: 182

2. Time of Observation . 2220 GMT to 2310 GMT

3. Where was Object(s) Sighted . . 74° 40' West by 36° 42' North . . . . . .

4. Observer's Position . At sea - aboard the S/S Gulfport . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . S/S Gulfport . . . . . .

6. Occupation and/or Hobbies . Ship's captain . . . . . .

7. Attention Attracted to Object (s) By . N/S . . . . . .

8. Number of Object(s) Sighted . 1 . . . . . .

9. Size of Object(s) . . 1/4 size of full moon . . . . . .

10. Color of Object(s) . . bright . . . . . .

11. Shape (Sketch if Possible) . . round . . . . . .

12. Nature of Luminosity . N/S . . . . . .

13. Estimated Distance of Object from Observer N/S . . . . . .

14. Speed of Object(s) . . Could not estimate . . . . . .

15. Time in Sight . 50 minutes . . . . . .

16. Tactics . . N/S . . . . . .

17. Sound Made by Object(s) N/S . . . . . .

18. Direction of Flight of Object(s) . southeast . . . . . .

19. Apparent Construction (Of What Material or Substance) . N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .

21. Weather Conditions Existing at the Time . N/S . . . . . .

22. Peculiarities Noted . . . N/ Had distinct bright center . . . . . .

23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 182

A bright object similar in shape to the moon but with a distinct bright center was observed by the master of the S/S "Gulfport" The object gradually grew darker as daylight faded. Size was that of 1/4 of a full moon. It was traveling southeast by west.

First bearing:	2220 GMT -	~~altitude~~	350°	
2d bearing:	2230 GMT -	~~altitude~~	358°	40.18
3d bearing:	2254 GMT -		050°	57.05

Disappe red at 2310 GMT.

INCIDENT SUMMARY SHEET

Incident No. 183

1. Date and Time of Observation: 15 Oct 1948 - night

2. Where Sighted: Fukuoka Area between Shigamo Shima 33° 40' N by 132° 00' E and Fukae Suima 32° 45' N - 128° 40' East, Japan

3. Observer's Position: Air
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: N/S

5. Occupation and/or hobbies: Pilot and radar observer

6. Attention Attracted by: pip of unknown aircraft appearing on airborne radar

7. Number of Object(s) Seen: 1 possibly 2

8. Size of Object(s): Could not be estimated

9. Color of Object(s): N/S

10. Shape (Sketch if Possible) Could not be determined

11. Nature of Luminosity: N/S
(Directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: 9 miles to 12,000 ft

14. Estimated Speed of Object: Much greater than F-61.

15. Time in Sight: N/S

16. Tactics: Evasive

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): No exhaust flames or trails seen

22. Manner of Disappearance: Accelerated speed and was lost to airborne radar-scope

23. Weather Conditions at Time of Sighting: Fukuoka Area: Unlimited ceiling, wind calm, visibility 5 to 6 miles with hazy cloud coverage 12 to 14,000 ft scattered.

24. Peculiarities Noted: High rate of acceleration, vertical ascent, cognizance of F-61's location at all times.

25. Summary of Incident: (over)
(See attached page)

A cable from FEAF reported that an unidentified aircraft was sighted both visually and by radar by the pilot and radar observer of an F-61 on 15 Oct 48. The observers think it possible that 2 unidentified aircraft were involved in the interception. The sightings occurred at night; however, there was sufficient moonlight to permit a silhouette to be discerned although no details were observed. It was impossible to estimate the size of the aircraft or whether it was jet or propeller driven. No trails or exhaust flames were seen. The speed of this aircraft was reported as much greater than that of the F-61. It also had a high rate of acceleration and could go almost straight up or down out of radar elevation limits. The object seemed cognizant of the whereabouts of the F-61 at all times which might indicate that it carried radar equipment.

The F-61 interceptor aircraft was visible to ground radar only periodically as it flew in and out of the permanent ground return area in which search was being conducted. The only object picked up by the ground radar was the F-61. Estimated distance between interceptor (F-61) and objects in each sighting is as follows:
First picked up at 14 miles and lost at 5,000 feet. ....
Third picked up at 3 miles and lost at 10 miles.
Four, five and six: all picked up at 9 miles and lost at 1200 ft.
The last three sightings took place during a 10 minute period. In each instance the F-61 detected the object approximately 9 miles ahead, slowly closed to within 12,000 feet when the object would suddenly accelerate speed, dive and disappear from the airborne radarscope. Interceptor attempted to effect a normal pickup by diving after object but in each case was unsuccessful. After six sightings had been lost, the object was not again detected although interceptor continued to search the area until approximately 0130.

INCIDENT SUMMARY SHEET

Incident No. 184

1. Date and Time of Observation: 20 Oct 1948 0600

2. Where Sighted: ~~[illegible]~~ Winona, Minnesota

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Dr F. T. Benoit & Paul Zenk,

5. Occupation and/or hobbies: N/S

6. Attention Attracted by: N/S

7. Number of Object( ) Seen: 1

8. Size of Object(s): 25 feet long by 8 feet wide

9. Color of Object(s): N/S

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: "sparks"
(Directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object: Slow

15. Time in Sight: N/S

16. Tactics: Broke up into numerous bright particles

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: "a bunch of sparks with a tail"

20. Effect on Clouds: N/S

1. Exhaust Trail Color of): tail

22. Manner of Disappearance: broke up into numerous bright particles

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: slow speed and the fact that it broke into numerous bright particles

25. Summary of Incident: (over)
(See attached page)

Incident: 184

Taken from Minneapolis Morning Tribune
21 October 1948

"DUCK! IT'S THOSE SAUCERS AGAIN"

... At Winona, Minn., Paul Zenk and Dr. F. T. Benoit said they saw a slowly traveling object which broke up into numerous bright particles over the town at 6 A. M. 20 Oct 48.

They said it was about 25 feet long and eight feet wide and appeared to be a "bunch of sparks with a tail."

NOTE: The above witnesses were not contacted from Wold Chamberlain Fld, Minneapolis, Minn. See Incident 185 for report of L. A. Hansen and Harold Oliver.

INCIDENT SUMMARY SHEET

Incident No. 185

1. Date and Time of Observation: 20 October 1948 at approx 0550 hours

2. Where Sighted: Minneapolis, Minnesota

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lawrence A. Hansen, 1498 N. Albert St, St Paul
Harold Oliver, 2929 13th Ave, South, Minneapolis

5. Occupation and/or hobbies: L. Hansen: teletype operator
H. Oliver: Mailman

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1 (seen at two different locations, in Minneapolis)

8. Size of Object(s): 6 feet

9. Color of Object(s): orange flame colored

10. Shape (Sketch if Possible) round with tail 1/3 again as long as diameter of object. See attached drawings

11. Nature of Luminosity: that of boiling sheets of flame
(Directed beam of light?)

12. Altitude of Object: From 5,000 to 10,000 feet
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: 3 times that of jet aircraft

15. Time in Sight: N/S

16. Tactics: Seemed to follow a straight course, in a horizontal attitude losing very little altitude.

17. Sound Made by Object(s): No sound

18. Direction of Flight of Object(s) South southwest to north northeast.

19. Apparent Construction: "flame"

20. Effect on Clouds: Disappeared behind cloud banks to the north northeast

21. Exhaust Trail (Color of): boiling sheets of flame

22. Manner of Disappearance: Behind cloud bank to the north northeast

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Front of the object seemed blurred as if enveloped in smoke - the rest of the main body was a fiery orange color

25. Summary of Incident:
(See attached page) (over)

Incident: 185

Object was sighted from 13th and Lake Street, Minneapolis & at 7th Street and 4th Ave., Minneapolis, by Lawrence A. Hansen, teletype operator and Harold Oliver, Mailman, at approximately 0550 hours 20 October 1948. Witnesses stories seem to conform in pattern throughout. The front of the object seemed blurred as if enveloped in smoke; whereas the rest of the main body was a fiery orange color. The tail seemed to be boiling sheets of flame which carried on back at variable distances and broke off dropping vertically for a short distance and then becoming indistinguishable. The object was last seen by both witnesses entering the cloud bank to the north-northeast and disappearing.

INCIDENT SUMMARY SHEET

Incident No. 186

1. Date and Time of Observation: 16 Oct 1948 1145 in the morning

2. Where Sighted: 1 mile south and 5 miles due east of Sterling, Utah

3. Observer's Position: ground - from mountain ridge at 9,000 ft
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Fred Nash, 20 East Crystal, Salt Lake City, Utah

5. Occupation and/or hobbies: Used car dealer and airplane mechanic
Member of Latter Day Saints Church (did missionary work in Hawaii)

6. Attention Attracted by: sound of throbbing noise

7. Number of Object(s) Seen: 1

8. Size of Object(s): 9 inches long, 6 inches wide and 3 inches thick

9. Color of Object(s): silver and black (silver stripe running down the center of the underside) See drwg.

10. Shape (Sketch if Possible) similar to a flat football

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 500 ft overhead
(estimated)

13. Estimated Distance of Object from Observer: 500 ft

14. Estimated Speed of Object: 300 mph

15. Time in Sight: 4 seconds or longer

16. Tactics: horizontal flight

17. Sound Made by Object(s): throbbing noise or steady purr

18. Direction of Flight of Object(s) north and a little west (in general direction of Salt Lake City, Utah)

19. Apparent Construction: N/S

20. Effect on Clouds: no clouds in the sky

21. Exhaust Trail (Color of): no visible sign of exhaust; however, an opening could be seen in the center of the object from the rear.

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: calm with no clouds in the sky

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident: 186

While Mr Nash was hunting for deer on the morning of the 16 Oct 48 he heard a throbbing noise or steady purr. Upon looking up he saw an object resembling a flattened football some 500 feet directly overhead. The object was silver and black, a silver stripe down the center (from front to rear) and on both sides of this center the object was black. It appeared about 9 inches long, 6 inches wide and 3 inches thick and was traveling in a straight line in a northerly direction a little to the west toward Salt Lake City, Utah, at an estimated rate of 300 mph. There was no visible sign of exhaust but from the rear an opening could be seen in the center. Mr Nash thought he saw a movement like a "paddlewheel". The object sounded as it it were jet propelled and seemed to be driven from the rear. Mr Nash stated the sound wasn't like that of an aircraft engine nor any type gasoline engine, although there was a definite throb or "put", "put", "put". He said if it were a gasoline engine, it was muffled. It made a sound of steady clicking, like a "shirt tail flapping in the wind." He thought the clicking might have been a camera. The object was in sight approximately 4 seconds or longer.

NOTE: Character investigation of Mr Fred Nash seems to indicate reliability. He is a Used car dealer and an airplane mechanic and is in business for himself. Nash is a member in good standing of the Latter Day Saints Church (Morman) having done foreign missionary work in Hawaii.

While Mr Nash claims to have excellent eyesight, his estimation of distances was found to be faulty - Agent asked Nash how high he thought a certain tree was - Nash stated that it was "over one hundred feet high." Agent estimated the tree to be about 40 feet high as compared to a power pole which towered above it.

INCIDENT SUMMARY SHEET

Incident No. 157

1. Date and Time of Observation: Aug 19, 1948 at 1030 Eastern

2. Where Sighted: Godman AF Base, Ky

3. Observer's Position: Godman AF Base, Ky
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lt Col John Waugh, Executive Officer Godman Field

5. Occupation and/or Hobbies: Executive Officer, Godman Field

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): bright silver color - reflecting sun

10. Shape (Sketch if Possible) spherical

11. Nature of Luminosity: reflection of sunlight on silver
(directed beam of light?)

12. Altitude of Object: thought to be between 30,000 & 40,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: ~~Approximately stationary~~ Moving to the Southwest at scarcely discernible speed

15. Time in Sight: Approx 2 hours

16. Tactics: Seemed to appear stationary

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) Southwest

19. Apparent Construction: metallic

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Similarity of Altitude and Azimuth readings taken to that of Planet Venus

25. Summary of Incident: (over)
(See attached page)

Incident: 187

At 1050E, 19 Aug 1948, the Wright-Patterson Flight Service Center was notified by Lt Col John Waugh, Executive Officer, Godman AF Base, Ky, that an unidentified flying object was visible from the ground at Godman AFB. The object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color and giving off a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Ky, to observe the object. At 1132E a message received from Godman stated no change in elevation of the object and reported that it seemed to be moving southwest from Godman AFB at approximately 235° at an elevation of 60° from Godmnn AFB. The F-51 was flying at 30,000 to 35,000 ft at the time and could not locate the object. However, the object was visible from the ground with the naked eye and asimuth and elevation readings were being taken by theodolite every minute and the progress of the object was being charted. At 1219 E 19 Aug 1948 Maj Mitchel, Operations Officer at Godman AFB, notified Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given the Commanding Officer Godman AFB by Mr Moore, Head Astrologer, University of Louisville, Ky. This assumption was verified by MCI later the same day.

INCIDENT SUMMARY SHEET
(To be filled out and retained in file) **Incident: 188**

1. Date of Observation . **29 Oct 1948** . . .

2. Time of Observation . **0812Z, 0819Z and 0916Z**

3. Where was Object(s) Sighted . **Plotted on radarscope which placed the sighting(s) in the Hamilton River Area, and Lake Melville & Dock Area** . . . . . .

4. Observer's Position . **ground.** . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . **Radar Operator at AAF Goose Bay Labrador** . . .
. . . . . .

6. Occupation and/or Hobbies . **Radar Operator** . . . . . .
. . . . . .

7. Attention Attracted to Object (s) By . **Object appeared on Ground Control Approach**

8. Number of Object(s) Sighted . **Either 3 different objects were plotted or one object appeared three times**

9. Size of Object(s) . **Size of a normal craft.** . . . . . .

10. Color of Object(s) **N/S - was not seen.** . . . . . .

11. Shape (Sketch if Possible) . . **N/S** . . . . . .

12. Nature of Luminosity . . . **N/S** . . . . . .

13. Estimated Distance of Object from Observer . **2 miles.** . . . . . .

14. Speed of Object(s) . **25 to 30 MPH** . . . . . .

15. Time in Sight **1st sighting: N/S; 2 sighting: 6 minutes; 3d sighting: N/S**

16. Tactics . . **That of an aircraft making approach for landing.** . . . . . .

17. Sound Made by Object(s) . **N/S.** . . . . . .

18. Direction of Flight of Object(s) **1st sighting: 170°; 2d sighting: 090°, 3d sighting: 270°**

19. Apparent Construction (Of What Material or Substance) . . **N/S** . . . . . .
. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . **N/S.** . . . . . .
. . . . . .

21. Weather Conditions Existing at the Time . . . **N/S** . . . . . .

22. Peculiarities Noted . . . **None.** . . . . . .
. . . . . .
. . . . . .

23. Summary of Incident . . **(over).** . . . . . .
. . . . . .
. . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Radar Sighting of Unknown Aircraft
Reported from AAF Goose Bay, Labrador
Incident: 188

Sighting occurred at 0812Z 29 Oct 1948 when an unidentified object appeared on Ground Control Approach. Scope was approximately two miles from center of field on a bearing of 170°. Object traveled about two miles and disappeared. No report on altitude was determined. Estimated rate of speed was 25 to 30 MPH. GCA operator called in another operator to verify his findings. Object again appeared at 0819Z and remained in scope until 0825Z. At 0819 the object appeared on a bearing of 090° and moved slowly in a wide arc to 270° and again disappeared. Object again appeared at 0916Z east of the field on a heading of 270° about 2 miles distant from the field in perfect allignment with runway 27. It appeared to be the same as an aircraft making approach for landing. Size appeared to be the same as that of an aircraft at either extremely low or extremely high altitude. Object was very clear on GCA scope at all times. Plotting on base map indicates that object was in vicinity of Hamilton River at the time of the first spotting. The second spotting placed it in the immediate vicinity of Lake Melville and Dock Area.

INCIDENT SUMMARY SHEET

Incident No. 189

1. Date and Time of Observation: 22 Sept 1948 about 1530 hours

2. Where Sighted: Near Turner AF Base, Albany, Ga

3. Observer's Position: Air - while acting as co-pilot
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lt Martin G. Rubisch, Eglin Auxiliary Fld #2, Eglin AF Base, Fla.

5. Occupation and/or hobbies: Asst Combat Operations Officer - Co-pilot

6. Attention Attracted by: motion of an approaching object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Size of a radio-controlled model plane (5 to 10 ft)

9. Color of Object(s): metallic and shiny

10. Shape (Sketch if Possible) Undetermined

11. Nature of Luminosity: N/S - apparently none
(directed beam of light?)

12. Altitude of Object: Between 1500 and 2000 ft
(estimated)

13. Estimated Distance of Object from Observer: ~~N/S~~ - 1/2 mile horizontally Approximately 500' laterally.

14. Estimated Speed of Object: about 250 MPH

15. Time in Sight: ~~N/S~~ 3 seconds

16. Tactics: ~~N/S~~ Level flight

17. Sound Made by Object(s): ~~N/S~~ - Unknown

18. Direction of Flight of Object(s) 335°

19. Apparent Construction: Metallic

20. Effect on Clouds: N/S - CAVU

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: CAVU

24. Peculiarities Noted: No wings or rudder

25. Summary of Incident: (over)
(See attached page)

Incident: 159

While acting as co-pilot on a C-47 aircraft enroute from Eglin Auxiliary Field #2 to Turner AF Base at approximately 1530 hours EST 22 Sept 48, Lt Martin Q. Rubisch observed an object approaching at an angle of about 25°. The C-47 at the time was approaching Turner Field from the Southwest at an altitude of about 2,000 ft. The object appeared to be about 500 feet lower and about 2,000 to 1500 feet away and traveling at an estimated speed of 250 MPH. Lt Rubisch stated that the object appeared about the size of a radio controlled model airplane (5 to 10 ft). He could not determine the shape but said he could not observe wings or rudder. He could give no other description other than it was a metallic shiny object. No one else aboard the C-47 observed the object.

Ability to determine color, speed of moving objects and size at distance was determined excellent, however the observer's Squadron Commander was interviewed and he stated that Lt Rubisch is inclined to exaggerate and is a person w ose opinion is not highly regarded by associate officers.

Observer was able to closely corroborate information given by him at first interrogation, though the interrogating officer was inclined to think that Lt Rubisch was given to exaggeration. It was the opinion of the interrogating officer that the observer was of normal intelligence and sound character.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 190

1. Date of Observation . 11.October.1945 .

2. Time of Observation . 1300.hours. . . .

3. Where was Object(s) Sighted . .Neubiberg.AF Base, Germany . . . . . .

4. Observer's Position .ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . N/S - observed.by 6 military.personnel.of 86th Fighter Wing, Neubiberg AF Base . . . . . .

6. Occupation and/or Hobbies . N/S . . . . . .

7. Attention Attracted to Object (s) By . . . N/S . . . . . .

8. Number of Object(s) Sighted . .1. . . . . .

9. Size of Object(s) . . N/S .-.but.it caused.an AF-80 craft flying.between.object and observer.to appear small in relation to the size of the object

10. Color of Object(s) .silver and very.shiny. . . . . .

11. Shape (Sketch if Possible) . Round - but unable.to determine if.disc or.ballist shaped

12. Nature of Luminosity . reflected light . . . . . .

13. Estimated Distance of Object from Observer . .40,000 ft.altitude . . . . . .

14. Speed of Object(s) .Did.not.appear to.move but got smaller - presumably because it continued to rise

15. Time in Sight . . .45 minutes . . . . . .

16. Tactics . N/S - appeared stationary . . . . . .

17. Sound Made by Object(s) . .N/S. . . . . .

18. Direction of Flight of Object(s) . .Appeared on.a.50°.heading.f/Neubiberg.AF Base

19. Apparent Construction (Of What Material or Substance) .metallic . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . Object.disappeared.behind a thin layer of clouds . . . . . .

21. Weather Conditions Existing at the Time . . Clouds at 20,000 ft - sunlight . .

22. Peculiarities Noted . . None. . . . . .

23. Summary of Incident .(over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 190

On 11 October 1948 at approximately 1300 hours an unidentified object was observed by six military personnel of 86th Fighter Wing Neubiberg AF Base, Neubiberg, Germany. Object was estimated to be at 40,000 ft on a 50° heading from Neubiberg AF Base and was sighted continuously for 45 minutes, gradually becoming smaller and smaller - apparently rising but no change in compass direction was noted and it was apparently not influenced by the winds aloft. The visible circumference of the object appeared round but it could not be ascertained if it were disc-shaped or ballist-shaped. It was silver in color and very shiny in the rays of the sun. An AF-80 craft flying between the object and the observers on the ground appeared small in relation to the size of the object. The estimated altitude of the jet was 25,000 ft. Object was lost to view when a thin layer of clouds (estimated to be at about 20,000 ft) passed between the object and the ground observers.

High reliability is given the personnel sighting this object.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 191

1. Date of Observation 24 October 1948 . .

2. Time of Observation . 1545 CST . . . .

3. Where was Object(s) Sighted 10 miles Southeast of Junction City, Kansas . . .

4. Observer's Position . ground position . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer Captain Glenn A. Huber, Base S-3 Officer, Ft . . . . Riley, Kansas . . . . . .

6. Occupation and/or Hobbies . Base S-3 Officer . . . . . .

7. Attention Attracted to Object (s) By . N/S . . . . . .

8. Number of Object(s) Sighted . 1 . . . . . .

9. Size of Object(s) . . . N/S . . . . . .

10. Color of Object(s) . "metallic" . . . . . .

11. Shape (Sketch if Possible) . . N/S . . . . . .

12. Nature of Luminosity . N/S . . . . . .

13. Estimated Distance of Object from Observer . approx 7,000 ft . .

14. Speed of Object(s) . faster than any known aircraft . . .

15. Time in Sight . . N/S . . . . . .

16. Tactics . . N/S . . . . . .

17. Sound Made by Object(s) . N/S . . . . . .

18. Direction of Flight of Object(s) . . First West then turned South . . . . . .

19. Apparent Construction (Of What Material or Substance) metallic . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .

21. Weather Conditions Existing at the Time . . CAVU Visibility 15 miles . . . . . .

22. Peculiarities Noted . Wind SSW . . . . . .

23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 191

At 1545 CST 24 Oct 1948 Capt Glenn Huber, Base S-3 Officer, Ft Riley, Kansas, sighted an unidentified metallic object proceeding in a general westerly direction. The object was viewed from a ground position 10 miles from Junction City, Kansas. Altitude appeared over 7,000 feet. It was traveling with the speed of a fast aircraft. It then turned south at a speed greater than any aircraft he had ever seen. Visibility was excellent. Wind South-Southwest.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 192

1. Date of Observation . 24 Dec 1948 . . .

2. Time of Observation . early evening . around 5:45 P. M.

3. Where was Object(s) Sighted . From ground on route to Fargo, N. D. near outskirts of Moorhead, Minnesota while traveling on highway #52 . . .

4. Observer's Position . . ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . L. O. Sanders & Wife, 9th Street, North Fargo, . . North Dakota . . . . . .

6. Occupation and/or Hobbies . N/S . . . . . .

7. Attention Attracted to Object (s) By . . light . . . . . .

8. Number of Object(s) Sighted . . . 1 . . . . . .

9. Size of Object(s) . . . N/S . . . . . .

10. Color of Object(s) . N/S - . . . . . .

11. Shape (Sketch if Possible) . . N/S . . . . . .

12. Nature of Luminosity . . N/S - . . . . . .

13. Estimated Distance of Object from Observer . N/S . . . . . .

14. Speed of Object(s) . . 2 or 3 times faster than a plane.

15. Time in Sight . . N/S . . . . . .

16. Tactics . horizontal flight . . . . . .

17. Sound Made by Object(s) . N/S . . . . . .

18. Direction of Flight of Object(s) . . East to West direction . . . . . .

19. Apparent Construction (Of What Material or Substance) . "light" . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .

21. Weather Conditions Existing at the Time . . Visibility was good . . . . . .

22. Peculiarities Noted . . None . . . . . .

23. Summary of Incident . . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 192

While motoring on U. S. Highway #52 in a northwestern direction on the outskirts of Moorhead, Minnesota, Mr. L. G. Sanders & wife observed a light traveling in an east to west direction. Mr. Sanders first observed the light which was to his right and pointed it out to his wife who also clearly saw it. Visibility at the time was good. Observer estimated that he could have seen a plane at the distance he estimated the object to have been. The speed was two or three times faster than a plane. Both agreed that it could not have been a meteor because of the length of time it was visible and because the direction of flight was a slight rise rather than down.

I[illegible]DENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 193

1. Date of Observation . . Oct 48 . . . .

2. Time of Observation Between 1200 and 1430

3. Where was Object(s) Sighted . . 2 miles west of Rembiberg AF Base . . . . . .

4. Observer's Position . . Ground - at housing project 2 miles west of the base . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . N/S . . . . . .

6. Occupation and/or Hobbies . N/S . . . . . .

7. Attention Attracted to Object (s) by . . . N/S . . . . . .

8. Number of Object(s) Sighted . . . 1 . . . . . .

9. Size of Object(s) . . N/S . . . . . .

10. Color of Object(s) . . black . . . . . .

11. Shape (Sketch if Possible) ~~Could not be determined~~ . Round . . . . . .

12. Nature of Luminosity . . N/S . . . . . .

13. Estimated Distance of Object from Observer . . N/S . . . . . .

14. Speed of Object(s) . Faster than F-47 type plane . . . .

15. Time in Sight . 3 minutes . . . . . .

16. Tactics . N/S . . . . . .

17. Sound Made by Object(s) . . . N/S . . . . . .

18. Direction of Flight of Object(s) Southwest course . . . . . .

19. Apparent Construction (Of What Material or Substance) . . N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .

21. Weather Conditions Existing at the Time N/S . . . . . .

22. Peculiarities Noted . . N/S . . . . . .

23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident #193

On _____ October 1948 between 1200 and 1430 hours an unidentified flying object was sighted from a housing project 2 miles west of Neubiberg Air Force Base by men of the base. When sighted the object was between observer and _____
The sun was high. Altitude of the object which was pursuing a southwest course could not be determined. Visible circumference was round but overall shape and size could not be determined. The color was black. Speed could not be estimated but appeared faster than F-47 type aircraft. Object sighted for approximately 2 minutes.

Evaluation: B-2

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 194
now identified

1. Date of Observation .1040 A.M. . . . .

2. Time of Observation . .3.Nov.1948 . . .

3. Where was Object(s) Sighted . Near Andrews Fld. . . . . .

4. Observer's Position . Aircraft #37821 . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . .Lt Cow Pain, Coast Guard Pilot .(original report) and by 2 fighter pilots of the 82d Fighter Wing, who verified the sighting . . . . . .

6. Occupation and/or Hobbies . . pilot . . . . . .

7. Attention Attracted to Object (s) by . N/S . . . . . .

8. Number of Object(s) Sighted . . 5 balloons in a cluster . . . . . .

9. Size of Object(s) . . N/S . . . . . .

10. Color of Object(s) . . N/S . . . . . .

11. Shape (Sketch if Possible) . round - that of balloon . . . . . .

12. Nature of Luminosity . . N/S . . . . . .

13. Estimated Distance of Object from Observer . N/S . . . . . .
Elevation: 43,000 feet

14. Speed of Object(s) . . . 2 MPH . . . . . .

15. Time in Sight . . N/S . . . . . .

16. Tactics . . N/S . . . . . .

17. Sound Made by Object(s) . . N/S . . . . . .

18. Direction of Flight of Object(s) . . heading of approximately 45m . . . . . .

19. Apparent Construction (Of What Material or Substance) like that of balloon . .
. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S . . . . . .
. . . . . .

21. Weather Conditions Existing at the Time good visibility - scattered to broken base of clouds approximately 5,000 feet

22. Peculiarities Noted . . Resembled an intestine . . .
that had been inflated
. . . . . .
. . . . . .

23. Summary of Incident . . . (over) . . . . . .
. . . . . .
. . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Original report was classified top-secret. Strategic Air Command requested original messages be destroyed.

At 10:40 A. M. on 3 Nov 48 two Mustang fighters of the 82d Fighter Wing were dispatched to investigate the sighting reported by Lt Com Pain, a Coast Guard pilot, who reported the original sighting. The pilots upon reaching 22,000 feet sighted the unidentified object. They kept on climbing until they reached 37,000 feet. They estimated the object to be another five or six thousand feet above them. At this height the object resembled an intestine that had been inflated and it appeared 5 to 6 times higher than wide. Sketches were not available. Speed was estimated to be about 2 mph. Heading approximately 45°/

First report by Strategic Air Command identified the object tentatively as a heavenly body.

Subsequent information received by Lt Roberkamper, Coast Guard Officer stationed at Salem identified the craft as a cosmic ray equipment carrier used by MIT. Later it was definitely established that the craft sighted was a cluster of eight balloons used by MIT for cosmic ray research.

This incident is considered closed in that definite identity has been established.

INCIDENT SUMMARY SHEET

Incident No. 195

1. Date and Time of Observation: 31 October 1948 - 1545Z

2. Where Sighted: Goose Bay Labrador

3. Observer's Position: Goose Bay, Labrador from GCA Unit
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: GCA Operator, Col Jones, Capt Verner
Newfoundland Base Command, Ft Pepperell, Newfoundland

5. Occupation and/or hobbies: GCA Operator, Commanding Officer and Group Commander.

6. Attention Attracted by: Target on PPI Scope

7. Number of Object(s) Seen: 1

8. Size of Object(s): Undetermined

9. Color of Object(s): N/C

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: 3 miles south of field

14. Estimated Speed of Object: 25 MPH

15. Time in Sight: N/S

16. Tactics: N/S

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) Southwest

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: Went into ground clutter at 6 miles

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: N/S

25. Summary of Incident: (Over)
(See attached page)

Incident: 195

On 31 Oct 1948 at 1845 Z, GCA Operator at Goose Bay, Labrador noticed a target on PPI Scope Number 1. It (the object) appeared to be about 3 miles south of the field and was traveling on a southwest heading. It went into a ground clutter at 6 miles. The blip traveled at a speed of approximately 25 MPH. This target sighting was verified by Base Commander C. D. Jones and by Group Commander Captain Verner, who were in the unit at the time.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 196

1. Date of Observation . 1 Nov 1948 . . . .

2. Time of Observation . 2145 Z . . . . .

3. Where was Object(s) Sighted . 3-3/4 miles from Ft McAndrew, Newfoundland . . .

4. Observer's Position . . GCA Scope . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . By 2 GCA operators, Ft McAndrew, Newfoundland .

6. Occupation and/or Hobbies . . . GCA operators . . . . . .

7. Attention Attracted to Object (s) By . blip . appeared on radarscope . . . . . .

8. Number of Object(s) Sighted . 1 . . . . . .

9. Size of Object(s) . . too large for a bird and too small for an aircraft . . .

10. Color of Object(s) . . N/S - could not be ascertained . . . . . .

11. Shape (Sketch if Possible) . N/S could not be ascertained . . . . . .

12. Nature of Luminosity . . N/S . . . . . .

13. Estimated Distance of Object from Observer . . 3-3/4 miles at first . . . . . .

14. Speed of Object(s) . . estimated at almost a mile a minute - 60 XX MPH

15. Time in Sight . . . . 4 minutes and 7 seconds - timed with stop watch

16. Tactics . . N/S . . . . . .

17. Sound Made by Object(s) . N/S . . . . . .

18. Direction of Flight of Object(s) . On heading of 249° . . Disappeared on bearing of 182°

19. Apparent Construction (Of What Material or Substance) N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . xxx Could not be ascertained . . . . . .

21. Weather Conditions Existing at the Time . . N/S . . . . . .

22. Peculiarities Noted . . N/S . . . . . .

23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident 196

Target picked up on GCA scope at 2145Z 1 Nov at 3-3/4 miles from station on a bearing of 123° from station. Traveled on a heading of approx 249° and disappeared at 7-1/2 miles on a bearing of 182° from the station. Blip traveled the 4 miles in 4 minutes and 7 seconds timed with a stop watch. A speed of approximately 60 MPH. Operator stated blip was too small at 7-1/2 miles to be an aircraft and too large to be a bird. Wind was from 270 to 300° and at 5 to 10 MPH. Target witnessed by 2 GCA operators.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 197

1. Date of Observation . . 0435-0455 5th Nov 1948

2. Time of Observation . 0435-0455 . . . .

3. Where was Object(s) Sighted . Richmond, Indiana . . . . . .

4. Observer's Position . From "The Palladium-Item" building, Richmond, Indiana . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . Dale Stevens, Sports Editor for The Palladium Item
. . Richmond, Indiana . . . . . .

6. Occupation and/or Hobbies . Sports Writer . . . . . .

7. Attention Attracted to Object (s) By . . Telephone call which referred his . .
attention to an object in the sky

8. Number of Object(s) Sighted . . 1 . . . . . .

9. Size of Object(s) . . larger than a star . . . . . .

10. Color of Object(s) . white . . . . . .

11. Shape (Sketch if Possible) . . Round . . . . . .

12. Nature of Luminosity . like that of a brilliant star . . . . . .

13. Estimated Distance of Object from Observer . N/A . - thought to be great distance

14. Speed of Object(s) . . Remained stationary . . . . . .

15. Time in Sight . 20 minutes (from 0435 to 0455) . . . . . .

16. Tactics . Remained stationary . . . . . .

17. Sound Made by Object(s) . None . . . . . .

18. Direction of Flight of Object(s) . . . . . .

19. Apparent Construction (Of What Material or Substance) . N/A . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . No exhaust trail - clouds . .
. . caused object to appear a bit dimmer . . . . . .

21. Weather Conditions Existing at the Time . Low overcast at about 1,000 ft. however
when object was first observed the sky was clear with stars out.

22. Peculiarities Noted . Seemed to flicker . . . . . .

23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

At approximately 0435 A. M. 5th Nov 1948 a woman phoned The Palladium-Item, Richmond Indiana to ask if they had observed a light in the east which she stated resembled a flare hanging from a parachute. Mr. Dale Steven, a sports writer, on the newspaper was in the office at the time and advised that he would check on it. Immediately after the woman hung up a man called with a similar statement. Mr. Stevens then looked out the window and saw a brilliant white light a bit south of east. It seemed to flicker a great deal and appeared much larger than a star so he discounted the possibility of it being a heavenly body. Lining it up with a corner of a certain building and observing it for a few minutes he perceived no movement. He then called the police but they knew nothing of it. He then went to the upper roof and watched it for some 10 minutes. Coming down he got a camera and took a time exposure of it. However, upon his return to the roof the object appeared dimmer due to an overcast. Within five more minutes the sky was overcast from low clouds estimated to be at about 1,000 feet. When the object was first observed the night was clear with stars out. Mr. Stevens thought the size of the object appeared about 5 to 10 times that of a normal star. He took two pictures of the "floating light".

Mr. Stevens is considered to be a trustworthy person. His employer, Paul J. Ingels stated that he will attempt to obtain as many true facts as possible. He considers him honest and sincere. Mr. Stevens is a member of the local Junior Chamber of Commerce.

Check with Professor David Telfair, Astromoner of Earlham College revealed that it was the Professor's opinion that it couldn't have been a star

Check with MCIAXE-33 elicited the statement that the approximate burning time of USAF Parachute Flares never exceeds 5 to 8 minutes and that they are mostly designed for a burning time of only 3 minutes. There is, however, a Tow Type Aerial Flare that consists of several three-minute flares which is towed as a chaine behind an aircraft (but never dropped by a parachute) and which are designed to burn one at a time to facilitiate night tracking and gunnery practicies. Suggested obtaining of TM 9-1981 to compare photograpns of flare photographs with thetetaken by Mr. Stevens.

In "Look" magazine dated 22 Nov 48 there was an article describing an object which appeared in the first gray light of dawn on Nov 6. It was a bright white ball with a filmy white tail. Dr. Harley Wood, an astromoner in Sydney, flashed the word that one of the most spectacular comets yet to appear in this century had made its appearance in the sky over Australia. Three days later early risers in the southern and western parts of the U. S. were able to observe this body with the naked eye. The comet was visible for a brief 60 minutes before it was obscured by the sun's light.

INCIDENT SUMMARY SHEET

Incident No. 198

1. Date and Time of Observation: 6 Nov 1948 1157 hrs

2. Where Sighted: Immediately above Radar Site at Wakkanai, Japan

3. Observer's Position: Ground - operating radarscope
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: N/S

5. Occupation and/or hobbies: Radarscope operator

6. Attention Attracted by: blip on the radarscope

7. Number of Object(s) Seen: Target at first appeared as single craft and at times as 2 aircraft

8. Size of Object(s): normal for aircraft on radarscope

9. Color of Object(s): N/S (Object was not observed visually at any time)

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: Unknown
(estimated)

13. Estimated Distance of Object from Observer: Could not be estimated

14. Estimated Speed of Object: Varying - from 160 miles to 240 miles per hour

15. Time in Sight: Circled radar site continuously for one hour and 5 minutes

16. Tactics: Target at times gave impression of 2 fighter aircraft dog-fighting. Continuously changed course.

17. Sound Made by Object(s):

18. Direction of Flight of Object(s) Circling

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Low & high cloud formation forming very dense overcast of unknown height.

24. Peculiarities Noted: Blip at times appeared single and at times gave appearance of 2 aircraft in vicinity

25. Summary of Incident: (over)
(See attached page)

Incident: 198

Target appeared in ground clutter area during entire period of observation Target was not observed in station area, and was not observed visually at any time. At times the target appeared as 2 aircraft and at another time as a single aircraft. Gave impression of 2 fighter craft dog-fighting. Evaluated as Soviet aircraft conducting electronic reconnaissance mission. Thought to be a Soviet "Ferret" sine the object was computed to have held a speed of 240 MPH and since the size of blip on radarscope was normal for an aircraft. The unidentified aircraft circled (20 mile radius) continuously for one hour and five minutes immediately above radar site installed at Wakkanai. No authorized aircraft was in the vicinity. Weather conditions precluded visual observation.

INCIDENT SUMMARY SHEET

Incident No. 199

1. Date and Time of Observation: 30 Oct 1948 1430 PST

2. Where Sighted: 15 miles northwest of Grays Harbor, Washington
10 miles off coast

3. Observer's Position: Air while flying an F-82 type aircraft on a northerly
(i. e., ground, air, control tower, etc.) course at 240 MPH

4. Name and Address of Observer: Major Morris, Pilot and Lt Kunzman,
318th All Weather Fighter Sq, 325th Fighter Gp, McChord AF Base, Washington

5. Occupation and/or hobbies: As above

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: from 10 to 20

8. Size of Object(s): No idea of size - could not be determined

9. Color of Object(s): yellow then white

10. Shape (Sketch if Possible) undetermined - thought they were egg-shaped

11. Nature of Luminosity: N/S No outstanding reflection
(directed beam of light?)

12. Altitude of Object: Approx 8,000 ft
(estimated)

13. Estimated Distance of Object from Observer: too far away to determine a
definite shape

14. Estimated Speed of Object: Could not be estimated

15. Time in Sight: 20 seconds

16. Tactics: horizontal flight with no apparent change of altitude - not
trying to attack or to escape

17. Sound Made by Object(s): no sound

18. Direction of Flight of Object(s) Westerly course for about 17 seconds,
then changed to a northerly course and disappeared

19. Apparent Construction: Seemed translucent

20. Effect on Clouds: N/S

21. Exhaust Trail Color of): No evidence of exhaust

22. Manner of Disappearance: Seemed to dissolve - they didn't go far enough
to fade from view

23. Weather Conditions at Time of Sighting: 5 mile visibility - fog and smoke

24. Peculiarities Noted: Appear translucent

25. Summary of Incident: (over)
(See attached page)

When Lt Kunzman saw the objects they appeared as a very small compact group. At that time they were at 1000 o'clock position. Later at a 1:00 o'clock position they seemed to string out to an in-line formation. At first Kunzman could not identify anything. At the time there were clouds up and down the coast but none in the observer's vicinity. The first color Kunzman noticed was yellow. At 1:00 position the color appeared white. At that time Kunzman thought they were sea-gulls. Thought there were from 10 to 20. At no time did Kunzman identify any object. He saw something and mentioned it to Maj Morris the pilot who was fairly busy at the time and didn't see the objects. Objects came around to a 3:00 o'clock position in approximately the same type formation and white in color, then made a turn back to a 2:30 position, paralleling the course of the F-82-F and then faded much as an exhaust fume from an airplane would. At first the object appeared yellow then changed to white. The shape seemed to change slightly. He thought that they looked egg-shaped. Part of the time they appeared rather translucent - immediately before disappearance. (In this respect it is pointed out that there was fog and smoke in the vicinity according to weather reports for the vicinity of Grays Harbor) No estimation could be made as to size. Objects disappeared on a northerly course. No evidence of aggressive or evasive tactics. Speed could not be estimated.

INCIDENT SUMMARY SHEET

Incident No. 200

1. Date and Time of Observation: 17 Oct 48 1610Z

2. Where Sighted: Crescent City, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Edgar W. Allen, 3rd and Lauf Ave., Crescent City, Calif.

5. Occupation and/or hobbies: Barber

6. Attention Attracted by: Glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): 25 feet long

9. Color of Object(s): silver

10. Shape (Sketch if Possible) eggshaped with fins

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: (5,000 to 25,000 feet) - Mr Allen thought 10,000 ft.
(estimated)

13. Estimated Distance of Object from Observer: ~~N/S~~ 2 miles - was seen laterally at a 60° angle of elevation from horizon

14. Estimated Speed of Object: 300 mph

15. Time in Sight: 2 to 4 minutes

16. Tactics: Made 1 short bank and then resumed course

17. Sound Made by Object(s): none

18. Direction of Flight of Object(s) southerly

19. Apparent Construction: solid construction - like nickel plated

20. Effect on Clouds: None

21. Exhaust Trail (Color of): None

22. Manner of Disappearance: Faded from view

23. Weather Conditions at Time of Sighting: Ceiling: Unlimited - visibility 20 miles

24. Peculiarities Noted: Object shaped like bullet - no wings being noticeable

25. Summary of Incident:
(See attached page)

I

Incident: 200

About 1610, 17 Oct 1948 while at his home at 3rd and Lauf Ave., Crescent City, Calif, E. W. Allen saw a silver colored object at an estimated height of about 10,000 ft which resembled a plane traveling at high speed. Object was shaped like a bullet, no wings being noticeable. However, a tail structure was visible. The object had the appearance of being nickel-plated. No smoke or noise was noticeable.

Mr Allen is a man between 45 and 50 yrs of age and has a good reputation among friends and neighbors, is of average intelligence and good character.

Local flight schedules revealed no known flights. No releases of test vehicles in vicinity at the time.

INCIDENT SUMMARY SHEET

Incident No. 200a

1. Date and Time of Observation: 17 Oct 1948 - 1610

2. Where Sighted: Crescent City Light Station

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Andrew N. Siler, Grants Pass, Oregon

5. Occupation and/or hobbies: Fisherman

6. Attention Attracted by: sound which came from piper cub plane flying in vicinity

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): silver

10. Shape (Sketch if Possible) egg-shaped - similar to blimp

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: 300 MPH

15. Time in Sight: N/S

16. Tactics: N/S

17. Sound Made by Object(s): None

18. Direction of Flight of Object(s) South

19. Apparent Construction: N/S

20. Effect on Clouds: N/S - no clouds

21. Exhaust Trail (Color of): none

22. Manner of Disappearance: did not notice

23. Weather Conditions at Time of Sighting: CAVU - visibility 20 miles

24. Peculiarities Noted: No wings or tail structure

25. Summary of Incident:
(See attached page)

Incident: 200a

At about 1610, 17 Oct 1948 Mr Andrew N. Siler, a fisherman, heard the sound of a plane. Looking up he saw a silver-colored egg-shaped object that had the appearance of a small blimp traveling south at about 300 mph. No wings or tail structure was visible nor was there any smoke visible. No noise was heard from the object. The sound which attracted observer's attention came from a small piper cub type plane. Mr Siler did not watch to observe where the object went.

INCIDENT SUMMARY SHEET

Incident No. 200b

1. Date and Time of Observation: 17 Oct 48 1610

2. Where Sighted: Crescent City, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Ernest Haley Box 496, Crescent City, Calif

5. Occupation and/or hobbies: Dry Cleaner

6. Attention Attracted by: glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): Unknown

9. Color of Object(s): ~~Unknown~~ Color

10. Shape (Sketch if Possible) like small plane

11. Nature of Luminosity: reflected light
(directed beam of light?)

12. Altitude of Object: Between 20 and 25,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: 4 to 5 minutes

16. Tactics: Made a 45° turn and bank to the right, then made sharp turn to the south

17. Sound Made by Object(s): none

18. Direction of Flight of Object(s) southerly

19. Apparent Construction: metallic

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): none

22. Manner of Disappearance: gradually disappeared

23. Weather Conditions at Time of Sighting: cavu

24. Peculiarities Noted: None

25. Summary of Incident: (over)
(See attached page)

Incident: 200b

At about 1610, 17 Oct 1948 Mr Ernest Haley saw a small silver colored object resembl ng a small plane proceeding in a southerly direction S. E. of Battery Point, Crescent City, at an altitude between 20 and 25,000 feet. The object remained in view for 4 to 5 minutes. At one time it made a 45° turn and bank to the right, a sharp bright flash came from the object as the sun hit the topside, the object then made a sharp turn to the south and gradually disappeared.

Mr Haley is about 47 years of age, of good character and reputation and of average intelligence. He is considered reliable.

INCIDENT SUMMARY SHEET

Incident No. 200c

1. Date and Time of Observation: 17 Oct 1948 1610

2. Where Sighted: Crescent City, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mrs Elise Henggi, 150 S. A. St., Crescent City, Calif

5. Occupation and/or hobbies: housewife

6. Attention Attracted by: Glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): "small"

9. Color of Object(s): silver

10. Shape (Sketch if Possible) elliptic

11. Nature of Luminosity: reflected light as light against a mirror
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: "very fast"

15. Time in Sight: N/S

16. Tactics: Made a sharp bank of about 45° to the right, resumed course

17. Sound Made by Object(s): none

18. Direction of Flight of Object(s) ~~N/S~~ Southerly

19. Apparent Construction: N/S - presumably metallic

20. Effect on Clouds: ~~N/S~~ N/S

21. Exhaust Trail (Color of): none noticed

22. Manner of Disappearance: N/S - disappeared at sea

23. Weather Conditions at Time of Sighting: CAVU

24. Peculiarities Noted: ~~N/S~~ Brightness of the object

25. Summary of Incident:
(See attached page)

Incident: 200C

While conversing with Mr Ernest Haley on Battery Point, Crescent City, Calif, Mrs Elise Henggi, housewife, saw a small silver-colored object that reflected light. The object was elliptic in shape and was traveling very fast in a southerly direction and remained in sight for 2 minutes. It was traveling about 5,000 feet higher than a plane flying north. Shortly after sighting, the object made a sharp bank of about 45° to the right then resumed its course, disappearing to sea. No smoke or noise was heard from the object. At all times the object gave off a brilliant flash like that of sunlight on a glass mirror.

Mrs Henggi is 70 years of age, of Swiss extraction, and is a long-time resident of Crescent City. She is of gverage intelligence, and has a good character and reputation. She had no idea of speed, range or altitude. She thought the object different than any other airborne carft she had ever seen. The brightness of the object impressed her most.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 201

1. Date of Observation . . 31 Oct 1948 . . . . . .
2. Time of Observation . . 0230Z . . . . . .
3. Where was Object(s) Sighted . . Overhead - Army Air Base, Azores . . . . . .
4. Observer's Position . . ground . . . . . .
   (i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . . Staff Sgt. Joseph J. Barnett, AF 13127245, APO 406 New York . . . . . .
6. Occupation and/or Hobbies . . US AF . . . . . .
7. Attention Attracted to Object (s) By . . N/S . . . . . .
8. Number of Object(s) Sighted . . 1 . . . . . .
9. Size of Object(s) . . N/S . . . . . .
10. Color of Object(s) . . pk pale yellow or light orange color . . . . . .
11. Shape (Sketch if Possible) . . flat round shape . . . . . .
12. Nature of Luminosity . . Not stated . . . . . .
13. Estimated Distance of Object from Observer . . N/S . . . . . .
14. Speed of Object(s) . . approximate speed thought to be around 160 MPH . . . . . .
15. Time in Sight . . 3 to 5 minutes . . . . . .
16. Tactics . . weaving but maintaining course. Did not change altitude . . . . . .
17. Sound Made by Object(s) . . none heard . . . . . .
18. Direction of Flight of Object(s) . . northerly direction . . . . . .
19. Apparent Construction (Of What Material or Substance) . . N/S . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S - no vapor trails . . . . . .
    Disappeared behind clouds . . . . . .
21. Weather Conditions Existing at the Time . . 3 strato-cumulus at 2500 feet . . . . . .
    visibility 15 miles, winds from southwest at 7 & 8 MPH
22. Peculiarities Noted . . "weaving" but forward motion . . . . . .
23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201

Staff Sgt Joseph J. Barnett, AF 13127245, AATS APO 406, N. Y. reported the fol owing: On 31 Oct 48 at approximately 0230Z he noticed a flat round object weaving overhead but maintaining a northerly course at an approximate speed of 160 MPH. Object was pale yellow or light orange color and not bluewhite. Seemed to maintain the same altitude and disappeared behind clouds. The object was viewed from 3 to 5 minutes. No vapor trails were seen nor was any sound heard.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 201A

1. Date of Observation 31 Oct 1945

2. Time of Observation 0230Z

3. Where was Object(s) Sighted overhead - Army Air Base, Azores

4. Observer's Position Ground
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer PFC Robert R. Anderson; AF 12107513 of AATS, APO 406, N. Y.

6. Occupation and/or Hobbies USAF

7. Attention Attracted to Object (s) By S/Sgt Joseph J. Barnett

8. Number of Object(s) Sighted 1

9. Size of Object(s) larger than a star

10. Color of Object(s) orange

11. Shape (Sketch if Possible) round

12. Nature of Luminosity N/S

13. Estimated Distance of Object from Observer 2000-5000 above clouds which were at 2500 feet, or approx 4500 ft

14. Speed of Object(s) 500 MPH

15. Time in Sight Approximately 2 minutes

16. Tactics would swing forward and then backward in same direction it was moving but always maintaining its forward velocity.

17. Sound Made by Object(s) No sound heard

18. Direction of Flight of Object(s) northerly direction

19. Apparent Construction (Of What Material or Substance) N/S

20. Effect of Objects on Clouds and/or Exhaust Trail disappeared behind cloud. No vapor trails noticed

21. Weather Conditions Existing at the Time 3 stratus-cumulus at 2500 feet visibility 15 miles, winds from southwest at 7 & 8 MPH; Temperature: 69

22. Remarks Noted Object would swing forward and then backward in same direction but still maintained forward velocity.

23. Summary of Incident (over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201A

At approximately 0230Z 31 Oct 48, Staff Sgt Joseph J. Barnett pointed out an object to PFC Robert R. Anderson who described it as being round, orange in color and larger than a star. Object was moving in a northerly direction at an estimated speed of 800 MPH. Altitude was estimated as 2000-3000 feet above the clouds which were reported to be at 2500 feet. This would give an approximate altitude of from 4500 to 5500 feet. Object would swing forward and then backward but always maintained its forward velocity. Object was seen for approximately 2 minutes before it disappeared behind a cloud. No sound was heard.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation . 31 Oct 1948 . . . Incident: 2018

2. Time of Observation . 0300Z to 0330Z. .

3. Where was Object(s) Sighted . Overhead at Army Air Base, Azores. . . . . .

4. Observer's Position . . ground . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . PFC Theodor Vlas . . . . . .

6. Occupation and/or Hobbies . . . . USAF . . . . . .

7. Attention Attracted to Object (s) By . . N/S . . . . . .

8. Number of Object(s) Sighted . . . . . 1 . . . . . .

9. Size of Object(s) . . of light bulb . . . . . .

10. Color of Object(s) . . white with yellowish tint . . . . . .

11. Shape (Sketch if Possible) . . like light bulb . . . . . .

12. Nature of Luminosity . . . N/S . . . . . .

13. Estimated Distance of Object from Observer . N/S . . . . . .

14. Speed of Object(s) . . 30 MPH . . . . . .

15. Time in Sight . N/S . . . . . .

16. Tactics . . steadily gaining altitude . . . . . .

17. Sound Made by Object(s) . No sound heard . . . . . .

18. Direction of Flight of Object(s) . . northerly . . . . . .

19. Apparent Construction (Of What Material or Substance) . . N/S . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . disappeared behind cloud . . . . . No vapor trails noticed . . . . . .

21. Weather Conditions Existing at the Time . . 3. stratus-cumulus at 2500 feet . . . visibility 15 miles, winds from SW at 7 & 8 MPH; Temperature: 69; dwpoint: 63.

22. Peculiarities Noted . None . . . . . .

23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 201 B

Vlas described object as a light bulb moving upward and forward at an estimated speed of 25 to 30 MPH. Object was white with a yellowish tint and was proceeding in a northerly direction and steadily gained altitude. Object disappeared behind a cloud and could not be located again. No vapor trails noticed and no sound heard.

It was the opinion of A-2, that object sighted in each instance was a weather balloon with a light swinging from it.

INCIDENT SUMMARY SHEET

Incident No. 202

1. Date and Time of Observation: 8 Nov 48 1850 EST

2. Where Sighted: Newark AF Base, Newark, N. J. 40° 42' N 74° 10' W

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Edmund J. Cisek, 108-44 Liverpool St Jamaica, Long Island

5. Occupation and/or hobbies: Civilian Dispatcher, Newark AF Base. Regular participant in Reserve flying activities. Former Capt, USAFR.

6. Attention Attracted by: Was preparing to scan the sky when object was observed

7. Number of Object(s) Seen: 1

8. Size of Object(s): Same relative diameter as the moon but with little or no depth (thickness)

9. Color of Object(s): pale luminous - 1/3 brightness of moon

10. Shape (Sketch if Possible) disc - round with little or nar depth

11. Nature of Luminosity: Appeared as luminous object
(Directed beam of light?)

12. Altitude of Object: 5,000 to 6,000 ft
(estimated)

13. Estimated Distance of Object from Observer: Appeared at 45° angle above horizon.

14. Estimated Speed of Object: 800 MPH

15. Time in Sight: one second or less

16. Tactics: made arc toward south southeast - performed comparatively horizontal flight

17. Sound Made by Object(s): no sound

18. Direction of Flight of Object(s) south southeast

19. Apparent Construction: N/S - luminous

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/O

22. Manner of Disappearance: N/S Passed out of sight over another hanger.

23. Weather Conditions at Time of Sighting: Moonlit night - clear

24. Peculiarities Noted: Object seemed to have no depth and maintained a steady luminosity

25. Summary of Incident: (over)
(See attached page)

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation . 17 Nov 1948 . . . Incident: 203

2. Time of Observation . 1418 Z . . . . . .

3. Where was Object(s) Sighted . 56° 10' North Latitude by 117° 30' West Longitude
Peace River, Alberta Province - some 250 miles NW of Edmonton . . . . . .

4. Observer's Position . From 7,000 ft enroute to Kittiganit, N. W. T. from Edmonton,
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . 1st Lt James Toomey, Edmonton, Alberta, Can.
S/Sgt Orno C. Blink, AF 20715676, Radio Operator
Edmonton, Alberta, Canada.
(?) Pilot &

6. Occupation and/or Hobbies . Radio Operator with crew . . . . . .

7. Attention Attracted to Object (s) By . . N/S . . . . . .

8. Number of Object(s) Sighted 1 . . . . . .

9. Size of Object(s) . . Approximately 50' in height . . . . . .

10. Color of Object(s) . . . flaming orange color . . . . . .

11. Shape (Sketch if Possible) . . egg shaped with tail . . . . . .

12. Nature of Luminosity . . flame . . . . . .

13. Estimated Distance of Object from Observer . . N/S . . . . . .
Altitude: Estimated at approximately 18,000 feet

14. Speed of Object(s) . Unknown . . . . . .

15. Time in Sight . Momentary . . . . . .

16. Tactics . appeared to be in a shallow dive . . . . . .

17. Sound Made by Object(s) none . . . . . .

18. Direction of Flight of Object(s) . Southwest . . . . . .

19. Apparent Construction (Of What Material or Substance) . "flame" . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . N/S but illuminated the . . .
sky momentarily behind it - had a tail

21. Weather Conditions Existing at the Time . Overcast with tops at approx 4500' . . .
MSL. High deck of thin broken stratus clouds at approx 12,000 ft.

22. Peculiarities Noted . N/S . . . . . .

23. Summary of Incident (over) . . . . . .

. . . . . 2-77627 . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 203

A bright flaming orange object similar in shape to an egg with a tail was observed near Peace River, Alberta Province, some 250 miles NW of Edmonton, by 1st Lt James Toomay & S/Sgt Onno C. Blink, Radio Operator, while on first leg of flight from Edmonton, Alberta, Canada, to Kittigazuit, N. W. T. The object was momentarily sighted above a deck of broken stratus clouds. The crew were flying at 7,000 ft MSL on top of an overcast when the object was sighted. Altitude was judged as approximately 18,000 feet and the object appeared in a shallow dive. There was no sound. Object had a tail which tapered to a point. It was on a southwest heading at an unknown speed. As it passed it momentarily illuminated the sky behind it.

At 1850 hours, 8 Nov 48, Edmund J. Cisek was standing just outside Hanger #7, Newark AF Base, when glancing up toward the moon he perceived a pale luminous object race across the sky. It was about 1/3 the brightness of the moon, round like a disc with little or no depth (thickness). It appeared to be about the same relative diameter as the moon and was traveling from the north northwest in an arc toward the south southeast. Object was seen about one second or less. It passed out of sight over another hanger. No sound was heard. Speed was estimated at 800 MPH. Observer states that he had observed jet aircraft make tactical approaches at approximately 600 mph and judged the speed of the object was at least 200 mph faster. From where he stood Cisek could see approximately 75% of the path of the object. The peak of its arc was approximately 45° above the horizon to the west southwest of his position. Altitude was judged to be 5,000 to 6,000 feet.

Mr Cisek is a very reliable employee, highly intelligent and of excellent character.

There were no reports of commercial, private and military craft flying in the vicinity at the time.

No reports were received relative to possible releases of testing devices in the vicinity.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

1. Date of Observation . . . . . 8 Nov 1640

2. Time of Observation . . . 1640 Sunrise

Incident 204

3. Where was Object(s) Sighted . . Panama

4. Observer's Position . Weather observer Ground - Panama
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . Solera

6. Occupation and/or Hobbies . . Weather observer

7. Attention Attracted to Object (s) By . N/S

8. Number of Object(s) Sighted 1

9. Size of Object(s) . . Larger than planet Venus

10. Color of Object(s) . . like star

11. Shape (Sketch if Possible) . . that of a comet

12. Nature of Luminosity . . that of comet

13. Estimated Distance of Object from Observer . . . N/S

14. Speed of Object(s) . N/S -

15. Time in Sight . . 40 minutes

16. Tactics . . N/S

17. Sound Made by Object(s) . N/S

18. Direction of Flight of Object(s) . N/S

19. Apparent Construction (Of What Material or Substance) . N/S

20. Effect of Objects on Clouds and/or Exhaust Trail . . long cone of light

21. Weather Conditions Existing at the Time . . sunrise

22. Peculiarities Noted . . N/S

23. Summary of Incident . (over)

(Attach a Separate Sheet if Additional Space is Needed)

At 1640 Nov 5, 1948 Operator Solera when making a GCT weather report saw what appeared to be a comet in the southeast quadrant of the sky. It had a long cone of light which ended in a star larger than Venus. It remained visible to the naked eye for approximately 40 minutes until beginning of sunlight dimmed the brilliance of the phenomena and full sunrise obliterated it. Appeared to have about four grades of intensity in the tail

On Nov 6, 1948 (Nov 5 - USA time) Dr Harley Wood, astronomer in Sidney, Australia recognized a new and extraordinary comet which had a tail extending for 15 million miles.

Three days later early risers in the southern and western parts of the U. S. were able to observe the rare celestial body with the naked eye. Moving close to the sun but away from it at a speed of about 128,000 mph, the comet was visible for a brief 60 minutes before obscured bh by the sun's light.

See attached reproduction taken from "Life."

(This to be submitted to Dr Hynek for his viewpoint as to whether the object reported and the comet mentioned in this article are one and the same.)

INCIDENT SUMMARY SHEET
(to be filled out and retained in files)

1. Date of Observation . N/S . . . . . Incident: 205

2. Time of Observation . . 5 o'clock in the evening

3. Where was Object(s) Sighted . . Carthage, Missouri. . . . . .

4. Observer's Position . . ground while laying on his back. . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . Wesley H. Long, 1026 Walnut St, Carthage, Mo. .

6. Occupation and/or Hobbies . N/S . . . . . .

7. Attention Attracted to Object (s) By . . chanced to see an aluminum colored object sail northeast across the sky

8. Number of Object(s) Sighted .1. . . . . .

9. Size of Object(s) . . Estimated size: 30 to 40 ft. in diameter. . . . . .

10. Color of Object(s) . . aluminum-like colored . . . . . .

11. Shape (Sketch if Possible) . . N/S . . . . . .

12. Nature of Luminosity . . . N/S . . . . . .

13. Estimated Distance of Object from Observer . . N/S. . . . . .

14. Speed of Object(s) . . very fast - thought about 1500 MPH

15. Time in Sight . N/S . . . . . .

16. Tactics . . . slowly rotating. . . . . .

17. Sound Made by Object(s) . . None . . . . . .

18. Direction of Flight of Object(s) . . northeast. . . . . .

19. Apparent Construction (Of What Material or Substance) . metallic . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S.-.no smoke . . . . . .

21. Weather Conditions Existing at the Time . . Sky clear and no wind at ground level

22. Peculiarities Noted . . Rotating movement . . . . . .

23. Summary of Incident . . . . (over). . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 205

Observer reported seeing an aluminum colored object sail northeast across the sky while lying on his back in his yard. Object seemed about 30 to 40 feet in diameter. Could not ascertain height but thought object was moving very fast - estimated speed to be around 1500 MPH. Object seemed to be slowly rotating while remaining upright - like a flat top. Noticed no smoke or noise.

INCIDENT SUMMARY SHEET

Incident No. 206

1. Date and Time of Observation: 12 Nov 1948 between 1300 and 1400
2. Where Sighted: Northeast portion of Clark AF Base, Phillipine Islands
3. Observer's Position: ground
   (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: Sgt Fredrick M. Wright, 18th Maintenance Sq 18th Main & Supply Gp, Clark AF Base
5. Occupation and/or hobbies: Sgt, USAF
6. Attention Attracted by: white speck
7. Number of Object(s) Seen: 1
8. Size of Object(s): Estimated Size: 300 ft / 35 ft body at wings; length of fuselage Wings 47-1/2; width of wing 25 ft
9. Color of Object(s): snow-white
10. Shape (Sketch if Possible) See attached
11. Nature of Luminosity: N/S
    (Directed beam of light?)
12. Altitude of Object: 3 to 6 miles high
    (estimated)
13. Estimated Distance of Object from Observer: 20 to 30 miles
14. Estimated Speed of Object: Faster than jet plane
15. Time in Sight: N/S - observed intermittently thru cloud formation
16. Tactics: Flying around Clark AF Base - no definite heading horizontal flight - apparently reconnaisance
17. Sound Made by Object(s): single roar
18. Direction of Flight of Object(s) no definite heading - flew around Clark AF Base
19. Apparent Construction: Similar to plane
20. Effect on Clouds: N/S - entered and broke out of cloud six times
21. Exhaust Trail (Color of): appeared to leave an exhaust trail from tail-end of mentioned object - "It appeared to be sky writing"
22. Manner of Disappearance:
23. Weather Conditions at Time of Sighting: 4500 scattered, visibility 30 miles.
24. Peculiarities Noted: Appeared to have no tail assembly - straight body tapering off from directly above the wings to small poin (over)
25. Summary of Incident:
    (See attached page)

Incident: 206

Sgt Wright stated he was watching some cloud formations in the Northeast portion of the sky when he observed a white speck materialize and lengthen out. At first he thought it was sky-writing but as it continued to advance he thought it appeared as a whole unit. Object pursued a northwestern direction and entered a very large cloud formation As the object emerged on the northwest by north side the object appeared larger and he was able to get a clearer view. The object appeared snow-white. At one time Sgt Wright was able to obtain a side-view impression It seemed as if the side surface was broken by windows. The nose, too, was short in comparison to the length. There was definitely a wing formation - low wing and very short in comparison to the length of the fuselage. Sgt Wright perceived the object six times thru the cloud formation, in various attitudes - see attached drawings. Sgt Wright in his drawing estimates the length of the fuselage to be 300 feet. However, he stated that it would be impossible for him to estimate the length of the object if the craft was using a rear type of propulsion and utilizing a fuel that left a white exhaust. Fuselage apparently had no tail assembly. It appeared as a straight body tapering off from directly above the wings to a very small point.

Evaluation: D-5 - Sgt Wright's character and his honesty are questionable according to the interrogating officer.

INCIDENT SUMMARY SHEET

Incident No. 207

1. Date and Time of Observation: **18 Nov 1948** 2145 hours

2. Where Sighted: **Circling Andrews AF Base, Camp Springs, Md**

3. Observer's Position: **Air**
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: **2d Lt Kenwood W. Jackson, 1326 28th St, S.E., Washington, D. C.**

5. Occupation and/or hobbies: **2d Lt AFR - telephone cableman**

6. Attention Attracted by: **light**

7. Number of Object(s) Seen: **1**

8. Size of Object(s): **Undetermined**

9. Color of Object(s): **N/S**

10. Shape (Sketch if Possible) **Oval, no wings or tail surfaces**

11. Nature of Luminosity: **Seemed to give off a dull glow**
(directed beam of light?)

12. Altitude of Object: **1700 to 5,000 ft**
(estimated)

13. Estimated Distance of Object from Observer: **N/S**

14. Estimated Speed of Object: **N/S**

15. Time in Sight: **15 to 18 minutes**

16. Tactics: **Evasive tactics - continued to circle field. Could climb vertically, then would drop behind and continue to circle field**

17. Sound Made by Object(s): **N/S**

18. Direction of Flight of Object(s) **Northeast - Southwest**

19. Apparent Construction: **N/S**

20. Effect on Clouds: **N/S**

21. Exhaust Trail (Color of): **N/S**

22. Manner of Disappearance: **[redacted] Climbed out of sight toward northeast**

23. Weather Conditions at Time of Sighting: **CAVU - no clouds, haze or smoke**

24. Peculiarities Noted: **No wings or tail surfaces - extreme maneuverability**

25. Summary of Incident: **(over)**
(See attached page)

Incident 207

Object first sighted at approximately 2145 18 Nov 48. It was flying from northeast to southwest across Andrews field at 1700 feet. Plane then descended from 4,000 ft to same altitude as object which was then coming back across Andrews Field from the Southwest on a Northeast heading. Object and plane then flew in circles, object on outer circle. Plane followed it to 7000 ft. While climbing plane made 3 to 4 passes at the object to identify it. As plane descended at approximately 240 MPH object would then climb vertically, drop below plane from behind and continued circling the field. In a last effort the plane switched on a landing light and the object momentarily gave off a dull glow. It appeared oval with no wings and no tail surfaces. After the object was sighted in the landing light, it headed to the Northeast climbing rapidly. Plane lost sight of object at 8,000 ft; the time was then 22:03

Weather at the time: CAVU - no clouds, haze or smoke.

Taken from signed statement of Kenwood W. Jackson, 2d Lt, AFRes. AO-944113

Statement corroborated by Glen L. Stalker, 2nd Lt, USAFR.

INCIDENT SUMMARY SHEET

Incident No. 207A

1. Date and Time of Observation: 18 Nov 48 2200 hours

2. Where Sighted: East over Andrews AF Base, directly over Camp Springs, Md

3. Observer's Position: Air
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Henry G. Combs, 2d Lt, USAFR

5. Occupation and/or hobbies: 4511 S. Capitol St., Washington, D. C.

6. Attention Attracted by: movement of lone moving lighted object

7. Number of Object(s) Seen: 1

8. Size of Object(s): Smaller than a T-6 type aircraft

9. Color of Object(s): dull gray (whitish grey)

10. Shape (Sketch if Possible) Oblong ball, no wings or tail surfaces (oblong ovate)

11. Nature of Luminosity: Seemed to have had one continuous glowing white light (directed beam of light?) Could not determine whether source of light eminated from entire object or was exhaust type in nature.

12. Altitude of Object: 1700 ft to around 7500 ft
(estimated)

13. Estimated Distance of Object from Observer: Approx 300 to 400 feet on one instance

14. Estimated Speed of Object: 50 to 600 MPH

15. Time in Sight: 10 to 12 minutes

16. Tactics: Evasive controlled tactics and ability to perform tight circle quick vari tion of air speed. Vertical ascents. Evasive movements

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) East to West in circular pattern

19. Apparent Construction: metallic

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): no exhaust flame

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: CAVU, no smoke, haze or fog. Full moon.

24. Peculiarities Noted: No wings or tail structure; extreme maneuverability - highly evasive movements, high rate of acceleration.

25. Summary of Incident: (over)

(See attached page)

Incident: 207A

At approximately 2200 hours Lt Henry G. Combs sighted an object flying on a 360° from West to East over Andrews AF Base. The object had one continuous glowing white light. Combs thought it was an aircraft with the wing navigation lights turned off or burned out. He then made a pass to check. Object then took evasive action. First contact established at 1700 feet over Andrews AF Base. When object started taking evasive action, Combs switched wing and tail navigation lights off. Maneuvering his ship so that his exhaust flame would not be noticed in an effort to get the object on his left he proceeded to close in but the object quickly flew up and over his aircraft. Then Combs attempted to maneuver the object between his ship and the light of the moon. This was done by making very very tight 360° turns with flaps down while making a steady climb. Object was able to turn inside of Combs' aircraft even under this condition. Another amazing feature was the quick variation of airspeed from 80 MPH to 500 or 600 MPH Combs remained in contact with the object for some 10 minutes with the object between the lights of Washington, D. C. and his aircraft. He could only see an oblong ball with one light and no wings and no exhaust flame. Trying to close in again he remained in sight of it up to 6000 feet, then down to 3500 feet to 4000 feet but it always easily evaded him. Then object and Combs ~~then~~ climbed up to 7500 feet. Combs pulled back up sharply and came up underneath the object within 300 to 400 feet. He then turned his landing lights on it. It had a very dull gray glow to it and was oblong in shape as mentioned before. Object then performed a very tight curve and headed for the East coast at about 500 to 600 MPH.

Witnesses agree that (1) Object was highly maneuverable,
(2) Seemed aware of the presence of a following aircraft
(3) Capable of almost vertical flight
(4) Was smaller in size that T-6 type aircraft.

Witnesses were uncertain as to whether source of light observed eminated from entire object or was exhaust type in nature.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 207-B

1. Date of Observation . 15 Nov. 49 . . . .

2. Time of Observation . . . N/S. . . . . .

3. Where was Object(s) Sighted Over Andrews AF Base, Camp Springs, Md . . . . . .

4. Observer's Position . Ground while on duty . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . John J. Kushner, S/Sgt USAF, Andrews AF Base . . . . . .

6. Occupation and/or Hobbies . S/Sgt USAF. . . . . .

7. Attention Attracted to Object (s) by . Noise . . . . . .

8. Number of Object(s) Sighted . . 1 . . . . . .

9. Size of Object(s) . . N/S . . . . . .

10. Color of Object(s) . . N/S. . . . . .

11. Shape (Sketch if Possible) . . N/S. . . . . .

12. Nature of Luminosity . . . N/S. . . . . .

13. Estimated Distance of Object from Observer . Not very high . . . . . .

14. Speed of Object(s) . . N/S. . . . . .

15. Time in Sight . . . N/S . . . . . .

16. Tactics . . . N/S . . . . . .

17. Sound Made by Object(s) . . . . Twice as loud as F-47 but similar in sound

18. Direction of Flight of Object(s) . . Cannot be ascertained from statement . . .
"came from direction 2238th Eng across field towards Hanger #1"

19. Apparent Construction (Of What Material or Substance) . "light" . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S. - no exhaust seen . .

21. Weather Conditions Existing at the Time . . Night - moonlit - as gleaned from statements of pilots

22. Peculiarities Noted . did not look like an aircraft . . . . . .

23. Summary of Incident . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident 207-B

Statement of S/Sgt John J. Kushner corroborates account of 2d Lt Kenwood W. Jackson and 2d Lt Henry G. Combs. Sgt Kushner was on ground duty when he heard a noise. Turning his head in the direction of the sound he saw a shining object coming across the sky. It made a sound similar to a P-47 only twice as loud. It seemed to him to be coming from the direction of the 2238th Engineering Hangar across the field toward Hanger #1. It wasn't very high. It couldn't have been a P-47 and witness did not see an exhaust. Shortly afterwards, he heard the same noise only higher up over the field. He stated the object did not resemble an aircraft.

INCIDENT SUMMARY SHEET

Incident No. 208

1. Date and Time of Observation: 17 Nov 48 1430 hours
2. Where Sighted: Clark AF Base - eastern edge of
3. Observer's Position: ground
   (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: 1st Lt Everett L. Hundley & 1st Lt Max M. Feibelman, 44th Fighter Sq (SE) 18th Fighter Gp (SE) APO 74, U. S. Army
5. Occupation and/or hobbies: As above
6. Attention Attracted by: N/S
7. Number of Object(s) Seen: 1
8. Size of Object(s): N/S
9. Color of Object(s): white
10. Shape (Sketch if Possible) irregular mass - looked as if plane had exploded and left a white smoke column
11. Nature of Luminosity: N/S
    (directed beam of light?)
12. Altitude of Object: 30,000 ft
    (estimated)
13. Estimated Distance of Object from Observer: 30,000 ft
14. Estimated Speed of Object: N/S
15. Time in Sight: Approximately 3 minutes - (Smoke trail)
16. Tactics: Object seemed to have made a loop inasmuch as the smoke trail performed complete circle - resembling a corkscrew
17. Sound Made by Object(s): N/S
18. Direction of Flight of Object(s) Either 120 or 300° according to origin
19. Apparent Construction: Object appeared like burst of flak
20. Effect on Clouds: none - vicinity was a cloudless sky
21. Exhaust Trail (Color of): white exhaust trail extending some 1 to 10 miles
22. Manner of Disappearance: trail evaporated after three minutes like smoke, scattering thinly throughout the atmosphere.
23. Weather Conditions at Time of Sighting: 4000 feet scattered, visibility 50 miles. High overcast
24. Peculiarities Noted: Object had the appearance of flak burst sitting still in the atmosphere and connected to a curved trail of corkscrew appearance
25. Summary of Incident: Did not have the appearance of a vapor trail.
    (See attached page) (over)

Incident: 208

The object sighted by the two fighter pilots had the appearance of a flak burst sitting still in the atmosphere and was connected to a curved trail of corkscrew appearance (See drawing attached) The trail was from 1 to 10 miles in length, and did not have the appearance of a vapor trail but rather that of a rocket or jet exhaust. Altitude was judged to be 30,000 ft. The mass and trail disappeared within approximately three minutes. The mass appeared white in color like an exhaust trail which had a sudden burst origin and then tapered off to nothing. Both parties remarked that it appeared as if an aircraft had exploded and left a white smoke column. The vapor substance dissipated in approximately in 3 minutes scattering thinly like smoke through the atmosphere. It is firmly believed by both witnesses that the object was not a cloud because of its shape and because the sky in the vicinity was cloudless.

Evaluation: C-3

INCIDENT SUMMARY SHEET
(To be filled out and retained in files) [redacted]

Incident: #209

1. Date of Observation . .4 November 1948.

2. Time of Observation . .1043 . . . . . .

3. Where was Object(s) Sighted . .South Korea -- 37°.57'.north -- 125° 31' east. . .

4. Observer's Position . .Army Observation Post No. 1. & 2 . from ground . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . N/S . . . . . .

6. Occupation and/or Hobbies .N/S. . . . . .

7. Attention Attracted to Object (s) By . .N/S. . . . . .

8. Number of Object(s) Sighted . . .1.object sighted from.2.posts. . . . . .

9. Size of Object(s) . . of.twin-engine.bomber . . . . . .

10. Color of Object(s) . . .N/S. . . . . .

11. Shape (Sketch if Possible) . .that of.twin-engine.bomber plane . . . . . .

12. Nature of Luminosity . . . N/S . . . . . .

13. Estimated Distance of Object from Observer . 5,000 ft. . . . . .

14. Speed of Object(s) . . N/S . . . . . .

15. Time in Sight . . N/S . . . . . .

16. Tactics . . N/S . . . . . .

17. Sound Made by Object(s) . . N/S . . . . . .

18. Direction of Flight of Object(s) .East to.West . . . . . .

19. Apparent Construction (Of What Material or Substance) . .Like twin-engine bomber
. . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . . . . N/S . . . . . .
. . . . . .

21. Weather Conditions Existing at the Time . . . N/S . . . . . .

22. Peculiarities Noted . . . N/S . . . . . .
. . . . . .
. . . . . .

23. Summary of Incident . (over). . . . . .
. . . . . .
. . . . . .

* (Attach a Separate Sheet if Additional Space is Needed)

Incident: 209

Unidentified aircraft observed at 1043 14 Nov 1948 over Army Observation Post #1 at 37° 57' N - 125° 31' E, in South Korea, flying east to west at an altitude of 5000 feet. The same aircraft was sighted by army observation post #2 37° 51' N - 125° 17' E, 4. 37° 57' N - 125° 26' E and 5. 37° 56' N - 125° 29'
Subject aircraft circled observation post number 2, then headed north.
Aircraft was twin engine bomber type, and is believed definitely to have been soviet.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

210

1. Date of Observation . . Approx 10 Nov 1948
2. Time of Observation . . . 5:00 A.M. . .
3. Where was Object(s) Sighted . . Over Charles River Basin, Boston . . . . . .
4. Observer's Position . ground . . . . . .
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . John D. Rourgain, 20 Louisburg Sq., Boston 5, Mass . . . . . .
6. Occupation and/or Hobbies . . N/S . . . . . .
7. Attention Attracted to Object (s) By . 3 fast flying single-engine planes . . .
8. Number of Object(s) Sighted . . 3 . . . . . .
9. Size of Object(s) . . . . . N/S . . . . . .
10. Color of Object(s) . . N/S . . . . . .
11. Shape (Sketch if Possible) . . single-engine plane . . . . . .
12. Nature of Luminosity . ~~N/S~~ No lights were observed - city lights made them visible .
13. Estimated Distance of Object from Observer . . N/S . . . . . .
14. Speed of Object(s) . . "fast" . . . . . .
15. Time in Sight . . N/S . . . . . .
16. Tactics . . middle one seemed to weave back and forth . . . . . .
17. Sound Made by Object(s) . no sound . . . . . .
18. Direction of Flight of Object(s) . . East to West . . . . . .
19. Apparent Construction (Of What Material or Substance) . Like single-engine plane . . . . . .
20. Effect of Objects on Clouds and/or Exhaust Trail . . N/S . . . . . .
21. Weather Conditions Existing at the Time . . . Starlight . . . . . .
22. Peculiarities Noted . No sound was heard and the planes carried no lights . . . . . .
23. Summary of Incident . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

TELECON 7 Dec 7 1

RDO TELETYPE CONFERENCE NBR 169
FM CG AMC WRIGHT PAT AF BASE OHIO 071536Z
TO CS USAF WASH D C
SUBJECT SPECIAL A-2 CONFERENCE

Incident 211

ITM 2 AMC R E S T R I C T E D

FROM Mr DEYARMOND TO MAJ BOGGS
INVESTIGATION MADE OF SO-CALLED FLAMING WHEEL REPORTED IN BELLFONTAINE DECEMBER QUESTIONING OF WITNESSES AND EXAMINATION OF BURNED REMAINS INDICATE THAT OBJECT WAS PROBABLY A VERY PISTOL FLARE FIRED FROM GROUND PROBABLY BY PERSON WHO DID CARE TO ADMIT FIRING THE FLARE BECAUSE OF PUBLICITY CONNECTED WITH INCIDENT. BURNED REMAINS ARE BEING ANALYZED BY THE MATERIALS LAB TO DETERMINE COMPOSITION.

END ITM 2 AMC R E S T R I C T E D

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident 212

1. Date of Observation . . 3 Dec 48 . . . .

2. Time of Observation . 1713 hours - twilight

3. Where was Object(s) Sighted . Ground at Siebenthaler & Riverside while entering . . city limits of Dayton on Siebenthaler Ave . . . . . .

4. Observer's Position . . In car . . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . George H. Hoffman, 132 Elmwood, Dayton 5, Ohio . . . . . .

6. Occupation and/or Hobbies . MCI - Intelligence Controls - Amateur photographer . . . but is mostly interested in mechanics . . . . . .

7. Attention Attracted to Object (s) By . the object coming into line of vision .

8. Number of Object(s) Sighted . . . . 1 flash seen two times . . . . . .

9. Size of Object(s) . . . ~~[illegible]~~ . Approximately an inch long . . . from observer's viewpoint

10. Color of Object(s) . yellowish shade of white - similar to star . . . . . .

11. Shape (Sketch if Possible) . . irregular . . . . . .

12. Nature of Luminosity . . like star - light must have emanated from object itself

13. Estimated Distance of Object from Observer . Could not be estimated - thought to be some 10 miles and at an altitude from 10,000 to 20,000 feet

14. Speed of Object(s) . . Could not be estimated . . . . . .

15. Time in Sight . . . . . 1/2 second for each pulse of light

16. Tactics . . Apparently traveling in an ascending arc . . . . . .

17. Sound Made by Object(s) . None noticeable . . . . . .

18. Direction of Flight of Object(s) . Seemed to be ascending - possibly in an . . eastern direction

19. Apparent Construction (Of What Material or Substance) . . . Flash of light . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . None . . . . . .

21. Weather Conditions Existing at the Time . . . Sky clear in vicinity of object . .

22. Peculiarities Noted . . . None . . . . . .

23. Summary of Incident . . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident 212

While Mr. George H. Hoffman and Roy E. Statzer were approaching the city limits of Dayton, Ohio, via Siebenthaler Ave., near Stillwater Bridge, the evening of 3 Dec 48 (Approximately 1713 hours), Mr. Hoffman observed an unusual pulse of light like that of a rocket. The light appeared in the Northwest section of the sky. He estimated this pulse to be visible for about 1/2 second. After observing it for this period it flashed off. The same period of time elapsed and it reappeared seemingly in an ascendent position (could have been traveling in an easterly direction). It again remained visible for about 1/2 second when it again flashed off. It was not seen again. Mr. Hoffman thought that Mr Statzer saw one of the pulses of light. The light appeared irregular in contour and seemed about an inch in length from the observer's viewpoint. Mr. Hoffman estimated it to be some 10 miles distant and stated that it was some 45° above the horizon. He thought the altitude could have been anywhere from 10,000 to 20,000 feet. The color appeared white with a yellowish tinge and was solid. There was no evidence of exhaust. The light remained constant during the 1/2 seconds observed. The part of the sky in which the light was observed appeared clear. There was no cloud interference. However, there was a layer of clouds along the horizon. There was some wind. No planes appeared to be in the air at the time.

Observer states that he is mildly color-blind. Estimates his judgment of speed of moving objects as not too accurate. He believes he can distinguish size and shape at a distance fairly well. Observer is cleared for "Secret"

INCIDENT SUMMARY SHEET

Incident No. 213

1. Date and Time of Observation: 3 Dec 48 - 1715

2. Where Sighted: Needmore Road, near Wagner Ford Road - Dayton, Ohio, outskirts

3. Observer's Position: from car while driving west on Harshmanville Road (Needmore Rd)
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Lt G G Rutuco USN Edgar S. Miller, Lt U. S. Navy, Ex 25183 Hq AMC

5. Occupation and/or hobbies: Lt, U. S. Navy

6. Attention Attracted by: bright strip of yellow-orange flame directly ahead

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): yellow-orange flame

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: Like that made by ram jet or rocket
(directed beam of light?)

12. Altitude of Object: in excess of 10,000 feet
(estimated)

13. Estimated Distance of Object from Observer: 10 miles

14. Estimated Speed of Object: N/S Appeared to climb at a fairly high rate of speed

15. Time in Sight: N/S - Object seen intermittently over a period of time

16. Tactics: observed a definite pattern of motion - both horizontal & vertical

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: Flame

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Object was possibly an exhaust flame Color: yellow-orange flame

22. Manner of Disappearance: overhead presumably in clouds

23. Weather Conditions at Time of Sighting: Ceiling ~~xxxxxxxx~~ less than 10,000 feet.

24. Peculiarities Noted:

25. Summary of Incident:
(See attached page)

Project Sign - Incident #213

MCRFO CIAXO-3 17 December 48 1
ATTN: Operations Officer

1. Project Sign is engaged in the collation, collection, compilation, evaluation and analysis of all information on unidentified flying objects, and is authorized under provisions of Technical Instructions 21-5, Addendum No. 3, dated 11 Feb 48, to obtain the assistance and cooperation of all agencies and facilities under the jurisdiction of the Air Materiel Command.

2. In this connection, your cooperation is requested in reporting to this office, any flights which may have been made by the Flight Test Section with ram jets or other experimental types of propulsion emitting long pulses of flame, during the darkness hours of 3 December 1948.

R. B. CLINGERMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

RBS/jjc
55310
MOIP

Returned
Not Sent
See

INCIDENT SUMMARY SHEET

Incident No. 214

1. Date and Time of Observation: 7 July 1948

2. Where Sighted: Rt 202 Wes Rindge N.H.

3. Observer's Position:
(i. e., ground, air, control tower, etc.) Ground

4. Name and Address of Observer: Chas N. Tasker. West Rindge N. H.

5. Occupation and/or hobbies: Retired Vice President New England Tel & Tel CO.

6. Attention Attracted by: Curls of Smoke.

7. Number of Object(s) Seen:

8. Size of Object(s):

9. Color of Object(s):

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
(Directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
(~~See attached page~~)

Investigation continuing

INCIDENT SUMMARY SHEET

Incident No. 215

1. Date and Time of Observation: 3 Dec 1948 2015

2. Where Sighted: Fairfield-Suisun AF Base, Calif - north of field

3. Observer's Position: control tower (thru 8-power binoculars)
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Control Tower personnel

5. Occupation and/or hobbies: control tower personnel

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): 1 to 2 feet in diameter

9. Color of Object(s): bright light

10. Shape (Sketch if Possible) ~~N/S~~ Circular

11. Nature of Luminosity: like a ramp flood light
(directed beam of light?)

12. Altitude of Object: When first sighted: 1 to 2,000 ft - climbed to
(estimated) 20,000 feet

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: 400 to 500 MPH

15. Time in Sight: N/S

16. Tactics: Began rapid climb but erratic - like change to pace

17. Sound Made by Object(s): no sound heard

18. Direction of Flight of Object(s) ~~N/S~~ climbed toward southeast

19. Apparent Construction: similar to a ramp floodlight

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): none

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: 15 miles visibility, wind west at 5 mph

24. Peculiarities Noted: Intensity of the light

25. Summary of Incident:
(See attached page)

Incident: 215

Control tower personnel on duty at Fairfield Suisun AFB, Fairfield, Calif., first sighted object at 1,000 to 2,000 feet north of field in a 5° climb heading southeast over field. Started to climb at about 400 to 500 MPH to 20,000 feet. Climb seemed erratic like change to pace. Tower personnel put 8-power binoculars on object. All that could be seen was a circular light one to 2 feet in diameter. Light had intensity of a Ramp floodlight and was so bright that it blanked out any silhouette (if any) when sighted in binoculars. Weather balloon released 45 to 35 minutes previous to sighting but was lost ten minutes after released. Personnel inside tower could not hear any sound. No exhaust trail.

INCIDENT SUMMARY SHEET

Incident No. 216

1. Date and Time of Observation: 5 December 1948 18:46

2. Where Sighted: Chanute AF Base, Illinois - 40°-18' North 88° 7-1/2' East

3. Observer's Position: ground while facing northeast
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Sgt James E. Doty, Sgt Eugene E. Montag
Det 16/IL, 16th Wea Sq, Chanute AFB, Rantoul, Illinois

5. Occupation and/or hobbies: Weather Observers, 16th Wea Sq

6. Attention Attracted by: glint of light

7. Number of Object(s) Seen: 1

8. Size of Object(s): 15 feet long x 6 ft wide - size jet fighter type plane
thick(?)

9. Color of Object(s): white

10. Shape (Sketch if Possible) Round

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: Over 15,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: over 350 MPH

15. Time in Sight: 3 seconds

16. Tactics: Seemed to be moving in upward path horizontal from 15° above horizon to 20 or 25°

17. Sound Made by Object(s): No sound

18. Direction of Flight of Object(s) Northeast to South Southwest

19. Apparent Construction: N/S

20. Effect on Clouds: No clouds

21. Exhaust Trail (Color of): Statement of James E. Doty mentions that the object was leaving a trail

22. Manner of Disappearance: flew out of sight

23. Weather Conditions at Time of Sighting: high scattered clouds
visibility: 10 miles

24. Peculiarities Noted: (

25. Summary of Incident: (over)
(See attached page)

Incident: 216

On 8 Dec 1948 at approximately 1846 hours Sergeant James E. Doty noticed what appeared to be either a sky rocket or meteor, and called the object to the attention of his companion, Sergeant Eugene E. Montag.

Sergeant Doty stated that the object did not appear to be a star because it was three or four times as large as a star and seemed closer than a star would be. It was heading from the northeast toward the south southwest and was moving upwards at about a 15 or 20 degree angle. As it moved it seemed to get larger. The object left a trail. In about two or three seconds it disappeared. The object was round, white and moved very fast.

Sergeant E. Montag's statement does not differ as to direction or color or angle of ascent. States that the object traversed about 2 to 3/10s of the sky while under observation and did not appear to him to be a falling star. He reported to the Duty Forecaster at the Base Weather Station. Sergeant Montag's statement does not mention seeing a trail.

INCIDENT SUMMARY SHEET

Incident No. 217

1. Date and Time of Observation: 9 Dec 48 at 15:20 (Zonal by 24 hr clock)
2. Where Sighted: 8 to 12 miles SE of Pittsburgh on heading of 300°
3. Observer's Position: (i. e., ground, air, control tower, etc.) Air on a heading of 300°
4. Name and Address of Observer: Col J. K. Brown & Capt E. G. Mulling Guided Missile Group, DCS/O Hq. USAF, Washington
5. Occupation and/or hobbies: Pilot and co-pilot
6. Attention Attracted by: Capt Mulling called attention of Col Brown to the object
7. Number of Object(s) Seen: 1
8. Size of Object(s): Appeared slightly smaller than a quarter on windshield of aircraft
9. Color of Object(s): chalky white but not shiny
10. Shape (Sketch if Possible) appeared perfectly round
11. Nature of Luminosity: (directed beam of light?) Was observed to shimmer - possibly due to extreme speed and to distortion of light waves
12. Altitude of Object: (estimated) Undetermined - 12 to 16,000 feet
13. Estimated Distance of Object from Observer: Unknown - thought to be 4 to 5 miles when first sighted.
14. Estimated Speed of Object: Unknown, but evidently very fast as during the 7 minutes of the sighting it moved from 60° above horizon in a straight line to 10° (time of disappearance)
15. Time in Sight: 7 minutes
16. Tactics: Moved in straight line - horizontal flight
17. Sound Made by Object(s): Could not be determined
18. Direction of Flight of Object(s) On a course of 270°
19. Apparent Construction: Undetermined
20. Effect on Clouds: N/S
21. Exhaust Trail (Color of): A slight shimmer was observed - could have been exhaust
22. Manner of Disappearance: Last seen 10° above horizon - became too small to see
23. Weather Conditions at Time of Sighting: Alto-stratus clouds around Akron
24. Peculiarities Noted: A jittery motion or horizontal shimmer was noticeable at all times
25. Summary of Incident: (See attached page) (over)

Incident: 217

On 9 December while on flight from Washington, D. C. to Patterson Field, shortly after leaving Pittsburgh range some 8 to 12 miles southeast of Pittsburgh Capt Mulling asked Col Brown if he were interested in seeing a flying disc! Col Brown removed his flight goggles, took a quick look and said "Looks like a balloon to me" Capt Mulling didn't agree since the object evinced a very definite movement and was proceeding in a southwest direction at a pretty fair rate of speed. Col Brown then decided to watch the object again. The object appeared perfectly round and of a chalky white color but did not appear shiny. It was whiter than the clouds and was seen against a background of strips of blue sky alternating with strips of thin broken stratus. It was much whiter than the clouds. It appeared to be traveling fairly rapidly through or above the clouds disappearing behind them and then reappearing but always pursuing a straight course. When first sighted it appeared at 60° above horizon and seemed from the observer's viewpoint to be about the size of a quarter - thought to be about 4 to 5 miles in front of the C-45 A horizontal shimmer or jittery motion was noticable at all times. The C-45 was pursuing a course of 300° and then changed to 270° with the object almost parallel on a course of 290°. The C-45 was cruising at 180 MPH at 6,000 feet. The object appeared to be 12 to 16,000 feet and was above clouds. Object last seen at about 10° above the horizon and was about the size of a beebee shot.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 215

1. Date of Observation N/S

2. Time of Observation 2245 E

3. Where was Object(s) Sighted 40 miles northeast of Martinsburg, West Va.

4. Observer's Position Aircraft on 125° heading
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer Capt O. M. Legg, Capt R. H. Cassidy & S/Sgt T. P. Turner of the Air Rescue Service, Fort Bragg, N. C.

6. Occupation and/or Hobbies Pilot & co-pilot and engineer

7. Attention Attracted to Object (s) By seeing object in front of aircraft

8. Number of Object(s) Sighted 1

9. Size of Object(s) Not determined

10. Color of Object(s) Changing - red to blue to red

11. Shape (Sketch if Possible) similar to parachute flare

12. Nature of Luminosity flare

13. Estimated Distance of Object from Observer 20 miles

14. Speed of Object(s) Appeared to be stationary

15. Time in Sight 1 minute

16. Tactics remained stationary

17. Sound Made by Object(s) none heard

18. Direction of Flight of Object(s) Appeared stationary

19. Apparent Construction (Of What Material or Substance) Like flare

20. Effect of Objects on Clouds and/or Exhaust Trail N/S - no ~~[illegible]~~ exhaust noticed

21. Weather Conditions Existing at the Time Weather in Martinsburg area reported as clear 7 miles visibility

22. Peculiarities Noted changed color

23. Summary of Incident (over)

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 218

Object sighted some 40 miles northwest of Martinsburg, West Va., by pilot of AF 5952 and crew. A brilliant red flare was sighted at an altitude of approximately 10,000 to 11,000 ft. It appeared to be 20 miles in front of the aircraft which was on a heading of 125°. The shape appeared similar to a parachute flare. The color was variable changing to red to blue to red. Appeared to be stationary. No sound heard and no exhaust trail noticed. No opinion was formed by any member of the crew as to identify of the object. The flare lasted approximately 1 minute.

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident: 219

1. Date of Observation . 29 Nov 48 . . . .

2. Time of Observation . 5:00 P. M. . . . . .

3. Where was Object(s) Sighted . . Newburgh, N. Y. . . . . .

4. Observer's Position . . . ground, 1st & Concord St., Newburgh, N. Y. . . . . .
(i.e. ground, air, control tower, etc.)

5. Name and Address of Observer . . Doris Croke, age 14, 325 First St., Newburgh . . . . & two young friends . . . . . .

6. Occupation and/or Hobbies . ninth grade student at N. Junior High School . . . . . .

7. Attention Attracted to Object (s) by . . N/S . . . . . .

8. Number of Object(s) Sighted . . 1 . . . . . .

9. Size of Object(s) . . . . "large as life". "large red ball" . . . . . .

10. Color of Object(s) . red . . . . . .

11. Shape (Sketch if Possible) . ball . . . . . .

12. Nature of Luminosity . . Ball of Fire . . . . . .

13. Estimated Distance of Object from Observer . . . N/S . . . . . .

14. Speed of Object(s) . . . N/S - but extremely fast . . . .

15. Time in Sight . . . . 2 seconds . . . . . .

16. Tactics . . . horizontal flight - went below horizon . . . . . .

17. Sound Made by Object(s) . . N/S . . . . . .

18. Direction of Flight of Object(s) . . East to West . . . . . .

19. Apparent Construction (Of What Material or Substance) . . . . "fire" . . . . . .

20. Effect of Objects on Clouds and/or Exhaust Trail . . long tail . . . . . .
. . Witness thought she saw a blue-tailed comet . . . . . .

21. Weather Conditions Existing at the Time . N/S . . . . . .

22. Peculiarities Noted . . . . Thought it seemed unusual for a shooting star . . .

23. Summary of Incident . . . (over) . . . . . .

(Attach a Separate Sheet if Additional Space is Needed)

Incident: 219

Doris Croke, age 14, a ninth grade student at North Junior High, Newburgh, N. Y., reported that on the night of 29 November 1948 at precisely 8:00 while standing with two young friends on the corner of Concord St & 1st Street, that she observed a ball of fire with a long tail in the north of the sky. Course of the object was from east to west. It was visible for two seconds and then went below the horizon. She stated that while she had seen many shooting stars that she had never seen anything like this. She also described the astral phenomenon as being a "large red ball speeding thru the heavens." She was convinced that she had seen a blue-tailed comet.

Under investigation

INCIDENT SUMMARY SHEET

Incident No. 220

1. Date and Time of Observation: 29 Nov 1948 2113

2. Where Sighted: San Francisco, Calif

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Robert Thatcher, 1739 38th Ave., San Francisco, Calif

5. Occupation and/or hobbies: Science Teacher Francisco Jr High School

6. Attention Attracted by: yellow light flashing across the sky

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): yellow

10. Shape (Sketch if Possible) N/S "flash of light"

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: "too fast for plane"

15. Time in Sight: 7 seconds

16. Tactics: 1st headed north then turned north-northwest

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) North Northwest

19. Apparent Construction: flash of light

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S - just flash of light was observed

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Extreme speed - too fast for plane but did not think it was a comet or shooting star

25. Summary of Incident:
(See attached page)

Incident: 220

Mr Robert Thatcher, an AF Veteran, now a Science teacher at the Francisco Jr High School, called Hq 4th AF to report a yellow light flash across the sky at approximately 2113 hours the night of 29 November 1948. Light was headed due North then turned North-Northwest and disappeared. It lasted for about 7 seconds and appeared to be traveling too fast for a plane. However, it did not appear to be a comet or shooting star.

INCIDENT SUMMARY SHEET

Incident No. 221

1. Date and Time of Observation:

2. Where Sighted: Midland, Michigan

3. Observer's Position:
(i. e., ground, air, control tower, etc.)

Case under investigation

4. Name and Address of Observer:

5. Occupation and/or hobbies:

6. Attention Attracted by:

7. Number of Object(s) Seen:

8. Size of Object(s):

9. Color of Object(s):

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
(See attached page)

TT Conf 193
23 Dec 48

Incident 221

CSAF ITEM 5 / R E S T R I C T E D /

REFERENCE AMC ITEM 4 PM TT 21 DECEMBER, FULL INFORMATION RELATIVE MIDLAND, MICHIGAN, INCIDENT WILL BE FORWARDED HQS AMC ATTENTION: PROJECT "SIGN"

END CSAF ITEM 5 / R E S T R I C T E D

INCIDENT SUMMARY SHEET

Incident No. 22

1. Date and Time of Observation: 23 Nov 1948 at 2220 hours

2. Where Sighted: Furstenfeldbruck, Germany

3. Observer's Position: from ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Capt Hugh Slater, 23rd Fighter Sq
Furstenfeldbruck AF Base, Germany

5. Occupation and/or hobbies: F-80 pilot

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1 possibly 2

8. Size of Object(s): N/S

9. Color of Object(s): like reddish star

10. Shape (Sketch if Possible) N/S

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 27,000 ft to 40,000 ft
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: from 200 to 500 MPH

15. Time in Sight: N/S

16. Tactics: horizontal flight, climbing and circling

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) southerly direction turning slightly to SW and then SE

19. Apparent Construction: N/S

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Sky: clear; moon shining; no cloud layers, visibility 3 miles with ground fog. Winds aloft: 56 knot per hour

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident: 22

At 2220 hours, local time, 23 Nov 48, Capt Hugh Slater saw an object in the air directly east of Furstenfeldbruck at an unknown altitude. It looked like a reddish star and was moving in a southerly direction across Munich turning slightly to the South-West and then South-East. Speed could have been between 200 and 500 MPH. Actual speed could not be estimated. Capt Slater called Base Operations from his barracks and they notified Racecard DF Station who reported nothing on the scope but stated they would look. Racecard Station then called Base Operations to report an unidentified object 27,000 ft up some 30 miles south of Munich. Later Racecard Station called Capt Slater to report that the object was climbing and was then believed to be at 40,000 ft altitude about 40 miles south of Munich and was circling.

There were no F-80's (Jets) flying on this night.

Capt Slater (an F-80 pilot) is considered completely reliable and the facts stated above were verified by Capt Darwin R. Addis 23rd Fighter Sq (also an F-80 pilot) who was with Capt Slater at the time of the sighting.

INCIDENT SUMMARY SHEET

Incident No. 223

1. Date and Time of Observation: 5 December 1948 2105 hours & 2127 hours

2. Where Sighted: West of Las Vegas, New Mexico (2105)
East slope of Sandia Mountains - near Albuquerque, N. M. (2127)

3. Observer's Position: Air - pilot of a C-47 while flying at 18,000 ft.
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Captain A. Goade, AO-55483

5. Occupation and/or hobbies: Pilot

6. Attention Attracted by: flare

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): green

10. Shape (Sketch if Possible) similar to flare

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: 500 feet.
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: N/S

16. Tactics: N/S

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: Like flare

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident 223

At 2130 hours, 5 Dec 1948, Capt Goade, flying a C-47, No. AF 9921, enroute from Lowry AF Base, Denver, Colorado, to Williams AF Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland AF Base, as being approximately 10 miles east of Albuquerque. Capt Goade stated he had seen a green flare arise from the ground to an altitude of approximately 500 ft on the east slope of the Sandia Mountains at about 2127 hours. He was flying at 18,000 ft. Stated he had just seen the same type flare at approximately 2105 hours just west of Las Vegas, New Mexico, at approximately 2105 hours.

Other sightings of this or similar flare are as follows:

Dec 5, 1948

7:30 p. m.	Mary & John Smith (Las Vegas, N. M.)
9:05 P. M.	(Capt Goade) west of Las Vegas, N. M.
9:15 p. m.	Mr & Mrs Lewis Martinez (Las Vegas, N. M.)
9:15 - 9:30 p.m.	Mr Roger Lewis (Las Vegas, N. M.)
9:15 p. m..	Rev & Mrs C. M. Wallace (Near Lucy, N. M.)
9:27 p. m.	Capt Goade & Major Carter (Incidents 223 & 223a) near Albuquerque, N. M.
9:35 p. m.	Mr Ernest Van Lloyd, Pilot and Co-Pilot James L. Smith (Las Vegas, N. M.)
10:00 - 10:15 p.m.	Mrs Woodrow House (Near Las Vegas, N. M.)
10:20 p. m.	Sgt. & Mrs Frank Henaley (Near Levy, N. M.)
10:20 p. m.	Mr Frank Green (Temporary Santa Fe RR Station ON VA, N.M.)
11:15 p. m.	George (Wm.?) Hirst (Near Las Vegas, N. M.)

NOTE: Inquiry of local airfields both commercial and governmental unearthed no applicable explanation of this phenomena. Holloman AF Base performs no research work at night and on Sundays which involves the use of any lighting device or flares such as described.

INCIDENT SUMMARY SHEET

Incident No. 223a

1. Date and Time of Observation: 5 December 1948 2135 hours

2. Where Sighted: west of Las Vegas, N. M.

3. Observer's Position: Air, pilot of a commercial plane while enroute from Tucumcari, N. M. to Las Vegas to Santa Fe, to Albuquerque, N.M.
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: (Capt Pioneer Air Flight #63
Capt VAN LLOYD

5. Occupation and/or hobbies: Pilot

6. Attention Attracted by: Object appeared to be coming straight to ship "attempted to jerk plane from course to avoid the light"

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): pale green (first rpt) bright white changing to orange (interview with S/A NEEF)

10. Shape (Sketch if Possible) N/S - similar to Very Pistol flare

11. Nature of Luminosity: like shooting star
(directed beam of light?)

12. Altitude of Object: 500 feet altitude (1st rpt)
(estimated) slight above 9,000 ft (interview with NEEF)

13. Estimated Distance of Object from Observer: N/S - thought object was coming straight to ship

14. Estimated Speed of Object: N/S

15. Time in Sight: N/S

16. Tactics: N/S appeared to be coming straight to the ship - then trailed off to the ground

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: flare-like

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): pale green trail (not mentioned in 2d rpt)

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Too near the ground for a shooting star & too far up for a Very Pistol flare

25. Summary of Incident: (over)
(See attached page)

Incident: 223a

1st rpt

At 2320 hours 5 December 1948, Captain VAN LLOYD, pilot of Pioneer Flight #63, reported by telephone to Kirtland AF Base Control Tower stating that he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot at first believed the light was a shooting star, but upon questioning thought it was too near the ground. Thought too it could have been a Very Pistol flare only it appeared much higher - about 500 ft. When he first observed the light it appeared to be coming straight toward the plane and he attempted to swerve to avoid the light; however, it then trailed off to the ground. The light was pale green and had a pale green trail, like that on a rocket.

See Report No. 223 for surrounding data.

2d rpt

Later Capt VAN LLOYD and his co-pilot James L. Smith, were interviewed by S/A MELVIN E. NEEF, at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fld, N. M. VAN LLOYD and SMITH advised that at 2135 hours 5 Dec 48 as they were approaching Las Vegas, N. M. in a C-47 type plane at an altitude of 9,000 ft (compass heading of 272°), they observed directly ahead and slightly above their altitude - in the vicinity of Montezuma Mission a phenomena which first appeared as a bright white flash - then an object came into view which was described as being a whitish orange color. It first appeared to be coming directly toward their plane then arched downward and disappeared from sight. Was only in sight for a few seconds and no estimate could be made of size or distance.

NOTE: It is to be noted that there is a discrepancy in the color (also in the altitude - in the second report he states the object was a little higher than his plane - which was flying at 9,000 ft) First report was made to Kirtland AF Base Control Tower & second report was obtained by S/A MELVIN E. NEEF in a personal interview.

INCIDENT SUMMARY SHEET

Incident No. 224

1. Date and Time of Observation: 5 December 1948 1833

2. Where Sighted: 20 miles east of Las Vegas, N. M.

3. Observer's Position: Plane, 5000 ft above earth 35° 31' N - 104° 51' W
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: S/A STAHL and NEEF

5. Occupation and/or hobbies: Special Agents and rated pilots

6. Attention Attracted by: brilliant green light

7. Number of Object(s) Seen: 1

8. Size of Object(s): considerably larger than that of a normal flare, meteor or shooting star

9. Color of Object(s): intense green

10. Shape (Sketch if Possible) N/S - similar to flare

11. Nature of Luminosity: Light more intense than a normal flare
(directed beam of light?)

12. Altitude of Object: 13,500 above sea level, 7,000 ft above earth
(estimated) (approximately 2,000 ft higher than plane)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: 2 seconds

16. Tactics: observed a flat trajectory - almost parallel to the earth, trajectory dropped off rapidly and a trail of glowing fragments were observed to fall

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) 60° ENE to 240° WSW

19. Apparent Construction: meteor-like or flare-like

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): had trail of glowing fragments reddish orange in color which fell toward the ground

22. Manner of Disappearance: disintegrated

23. Weather Conditions at Time of Sighting: CAVU - minimum of 75 miles - wind 30 MPH from 310°. Moon approx half-way to zenith and south or right of cou

24. Peculiarities Noted: See Incident 227 - Significant Differences between the Fireballs Observed in the Interval Dec 5-13 and Typical Meteors.

25. Summary of Incident: (over)
(See attached page)

Incident: 224

At 1745 on 8 Dec 48, Spec Agents STAHL & NEEF, both rated pilots, took off from Kirtland AF Base in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. Exact position of the aircraft at time of observation was 35° 31' N - 104° 51' W, approximately 20 miles east of Las Vegas, N. M., radio sonde station. Aircraft was on a compass course of 90°, indicated air-speed was 160 MPH and ground speed approx 190 mph. S/A STAHL was pilot and seated on the left side of cockpit. S/A NEEF first observed the object and a split second later S/A STAHL saw it. It was 2,000 ft higher than the plane or 13,500 ft above mean sea level and was approaching the plane at a rapid rate of speed from approximately 30° to the left of course, from 60° ENE, to 240° WSW. The object was similar in appearance to a burning green flare of common use in the Air Forces. However, the light was much more intense and the object appeared considerably larger than a normal flare. No estimate could be made of the distance or size of the object since no other object was visible upon which to base a comparison. It was definitely larger than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon lasted approximately 2 seconds at the end of which time the object seemed to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. These fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before observation. (See "e" under "Significant Differences Between the Fireballs Observed in the Interval Dec 5-13 & Typical Meteors" - Incident 227)

See Incident 223

INCIDENT SUMMARY SHEET

latter part of 47 Incident No. 225

1. Date and Time of Observation: 3 or 4th Nov 48 - 2130 hours & 23 Nov 48
(All sightings occurred approx 2200 hours)

2. Where Sighted: 10 miles east of Vaughn, N. M. - Highway 60 on 3 or 4th Nov 48

3. Observer's Position: ground - while driving
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Col W. P. Hayes, Inf., Executive, New Mexico Military District

5. Occupation and/or hobbies: As above

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): 1 foot in diameter

9. Color of Object(s): bright white changing to bright fiery red color as it exploded

10. Shape (Sketch if Possible) ball

11. Nature of Luminosity: "like miniature sun"
(directed beam of light?)

12. Altitude of Object: From 500 ft when first observed to 100-200 ft
(estimated) from ground where it burst in a spray of reddish color

13. Estimated Distance of Object from Observer: 40 to 60 yds on one sighting and about 400 yds at another

14. Estimated Speed of Object: Slow descent

15. Time in Sight: N/S - Had time to get out of car and watch object which appeared to explode 40 to 60 yds in front of him at an altitude of 200 ft.

16. Tactics: slow vertical descent

17. Sound Made by Object(s): none - although he was within 40 to 60 yds of obj. & outside of car. See "Details" at Albuquerque, N.M.

18. Direction of Flight of Object(s) Vertical descent

19. Apparent Construction: fireball

20. Effect on Clouds: N/S - weather clear

21. Exhaust Trail (Color of): N/S

22. Manner of Disappearance: exploded - fragments assuming a fiery red color which descended toward earth like numerous sparks but extinguished before reaching ground

23. Weather Conditions at Time of Sighting: Clear

24. Peculiarities Noted: Noticed always around 2200 hours - in the vicinity of Vaughn - Highway 60

25. Summary of Incident: (over)
(See attached page)

Incident: 225

Colonel Hayes first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, N. M. The phenomena appeared approximately 400-500 ft above the ground when first observed and was descending slowly and steadily in a vertical manner toward the earth. It appeared slightly larger than a basketball, bright white in color like a miniature sun. At a point approximately 200 feet above the surface of the earth, the object appeared to explode although no noise was apparent. By this time the Colonel had stopped his automobile and had gotten out to watch the object. The explosion or disintegration appeared to be taking place some 40 to 60 yards distant and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks being extinguished before touching the ground. At the time Col Hayes was on Highway 60, near a railroad and separated from the vicinity where the fragments were landing by a fence. He did not cross the fence or investigate further.

On 3 or 4 Nov 48 at approximately 2130 hours he observed a ball of light, reddish white in color, 1 foot in diameter, falling vertically. The ball burst 100-200 feet from the ground in a spray of reddish color which extinguished before reaching the ground - this occurred about 400 yards north of the road on which he was driving - 10 miles east of Vaughn, N. M. - Highway 60.

On 23 Nov 1948 at approximately 2130 hours, Col Hayes was driving west on Highway 60 - approximately 10 miles west of Vaughn, N. M. He again observed a ball of light descending vertically. It burst 100-200 feet from the ground - Conditions and appearance were the same as on 3 and 4th Nov.

On the last 2 sightings Col Hayes saw no aircraft and heard no sound which is understandable since he was traveling in a closed automobile. Weather conditions were clear.

EVALUATION B-2.

INCIDENT SUMMARY SHEET

Incident No. 226

1. Date and Time of Observation: 6 December 1948 approx 2255 in the evening

2. Where Sighted: Sandia Base, Albuquerque, N. M.

3. Observer's Position: ground - while driving west on "D" St.
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr Joe Toulouse, Security Section, Sandia Base, Albuquerque, N. M.

5. Occupation and/or hobbies: N/S - see above

6. Attention Attracted by: Saw light on windshield

7. Number of Object(s) Seen: 1

8. Size of Object(s): Approximately 1/3 the diameter of the moon

9. Color of Object(s): greenish

10. Shape (Sketch if Possible) N/S - like flare

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: N/S
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: 2 to 3 seconds

16. Tactics: Slight arc falling from east to west

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) east to west

19. Apparent Construction: like flare

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): flaring tail appeared during arc

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Greenish hue

25. Summary of Incident: (over)
(See attached page)

Incident: 226

At approximately 2255 the evening of 6 December 1948, Mr Joseph H. Toulouse, A. E. C. Security, Sandia Base, observed a definite greenish flare in the sky almost directly overhead of Sandia Base At the time he was driving west on "D" Street and had arrived at a Stop sign at Main Street. The flare appeared in the upper right hand corner of the windshield slightly to the northwest.

It was approximately 1/3 the diameter of the moon and a slight arc ensued falling from east to west. The flaming tail appeared during the arc. The entire phenomenon lasted possibly two to three seconds after which it vanished.

INCIDENT SUMMARY SHEET

Incident No. 227

1. Date and Time of Observation: 12 Dec 1948 Approx 9:00 1 m. 30 s & 9:00 2 m. 30s.

2. Where Sighted: Near Bernal, New Mexico

3. Observer's Position: ground - right front seat of car
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Dr La Paz, Director, Institute of Meteoritics, University of New Mexico

5. Occupation and/or hobbies: Astronomer

6. Attention Attracted by: indirect vision

*7. Number of Object(s) Seen: 1

8. Size of Object(s): Apparent angular diameter 5'

9. Color of Object(s): very bright green

10. Shape (Sketch if Possible) ball

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object: 5 to 10 miles altitude
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: Either 5 to 12 miles or 3 to 6 miles per second depending on the duration estimate used

15. Time in Sight: 2.1 to 2.3 seconds

16. Tactics: Observed almost exact horizontal flight until a 1/10th second before disappearance when a slight but definite curvature downward was noticed.

17. Sound Made by Object(s): none noticed

18. Direction of Flight of Object(s) east to west - very low on the horizon

19. Apparent Construction: "fireball"

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): No trail noticed

22. Manner of Disappearance: Exploded into four smaller bright green fragments which quickly disappeared

23. Weather Conditions at Time of Sighting: Clear

24. Peculiarities Noted: See "Significant Differences Between the Fireballs Observed in the Interval 5-13 Dec and Typical Meteors" by Dr La Paz.

25. Summary of Incident: (over)
(See attached page)

Dr La Paz's attention was direction to an area about 15° west of L-Cygni when by indirect vision he became aware of a very bright green ball (apparent angular diameter 5') to the right of the area in his center field of view which was moving from east to west very low on the horizon. Shouting "Look" to his companions (Maj C. L. Phillips, AF-CAP Liaison Officer, Kirtland Fld., Lt Allan Clark, Intel Officer, N. Mex. Wing CAP, and Inspectors Jeffers and McGuigan, AEC Security Service (Los Alamos, N. M.) who then timed duration of fireball which ranged from 2.1 seconds to 2.3 sec. The path of the green ball was almost exactly horizontal (altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Serius (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed, the magnitude of the fireball rose slightly and it broke up into three or four smaller but still bright green fragments which disappeared almost instantly. Although Lt Clark stopped the car the moment the fireball disappeared and the occupants then stood outside the car and listened for meteoritic detonations or rumblings, nothing was heard. Two night guards at Los Alamos had also witnessed the phenomena simultaneously. The green fireball of December 12th, 9 h 2m plus or minus 30s appeared very near a point with the coordinates latitude 35° 50' longitude 106° 40' and disappeared near a point with the coordinates latitude 35° 45', longitude 107° 5', traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction. The velocity with respect to the earth works out at between 8 to 12 miles a second - depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Bernal and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of confirming azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with <u>no evidence of green</u> were occasionally seen emanating from the Geminid radiant. This radiant was well above the horizon even at the time of the Starvation Peak incident. (near Bernal, N. M.) Consequently, the apparent paths of the meteors from the radiant appeared as

luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90° in value. In sharpest contrast, the path of the bright green fireball seen from near Starvation Peak was very nearly, if not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December, I am now convinced the various "green Flare" incidents reported to the O. S. I. are <u>not</u> meteoric in nature. See Incidents: 225, 226, 223, 223a, 224, 230

<u>Significant Differences Between the Fireballs Observed in the Intervall December 5-13 and Typical Meteors:</u>

a. The horizontal nature of the paths of most of the December fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.

b. The very low height of the December fireball discussed in Section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.

c. The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).

d. In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.

e. Genuine meteors normally show remarkable variations in brightness beginning as fine thin hair lines, which are scarcely visible to the observer and then brightening up to flash out near the end of their paths. In the case of the December fireballs, most of the observers have reported that the green balls appeared almost instantly at their full brightness.

f. In the case of genuine meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach sectors show that there is a very pronounced tendency for the paths to come in from the north half of the sky.

g. The three groups of anomalous greenish luminous phenomena show a curious association with well known meteor showers, although none

of these meteor showers normally produce extremely bright green fireballs such as those recently observed. For example, the observation mentioned by Mr Monnig (Incident 231) appeared near the maximum of the Quadrantid shower of early January. Mr McCullough's observation of August was near the time of the Perseid shower (Incident 230) and the December observations (223, 223a 224, 226, 227, all fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

h. As noted in an earlier communication the remarkably vivid green color reported for most of the December fireballs is rarely observed in the case of genuine meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the blowpipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5218$ A.

i. The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a genuine meteorite fall (5 to 30 seconds or even longer).

j. None of the green fireballs seem to have a train of sparks or a dust cloud following. This contrasts sharply with the behavior noted in case of meteoric fireballs - particularly those that penetrate to the very low levels where the green fireball of December 12 was observed.

NOTE: Inquiry at Holloman AF Base, Alamagordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted.

INCIDENT SUMMARY SHEET

Incident No. 228

1. Date and Time of Observation:

2. Where Sighted: New Brighton, Pa.

3. Observer's Position:
(i. e., ground, air, control tower, etc.)

Case under investigation

4. Name and Address of Observer:

5. Occupation and/or hobbies:

6. Attention Attracted by:

7. Number of Object(s) Seen:

8. Size of Object(s):

9. Color of Object(s):

10. Shape (Sketch if Possible)

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
(See attached page)

INCIDENT SUMMARY SHEET

Incident No. 229

1. Date and Time of Observation: 13 Dec 45

2. Where Sighted: South Bay, Florida

3. Observer's Position: Ground (With Binoculars)
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: n/a

5. Occupation and/or hobbies: n/a

6. Attention Attracted by: n/a

7. Number of Object(s) Seen: n/a

8. Size of Object(s): n/a

9. Color of Object(s): Red Blue Yellow

10. Shape (Sketch if Possible) Like circle or bale of stars surrounding a blazing star.

11. Nature of Luminosity:
(directed beam of light?)

12. Altitude of Object:
(estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics:

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident: Complete investigation not being carried out due to [redacted]) sketchiness of report.

INCIDENT SUMMARY SHEET

Incident No. 229A

1. Date and Time of Observation: **14 Dec 1948**

2. Where Sighted: **Rivera Beach Florida**

3. Observer's Position:
   (i. e., ground, air, control tower, etc.) **Ground (with Binoculars)**

4. Name and Address of Observer: **n/s**

5. Occupation and/or hobbies: **n/s**

6. Attention Attracted by: **n/s**

7. Number of Object(s) Seen: **n/s**

8. Size of Object(s): **20 feet**

9. Color of Object(s): **Silver with big white spot.**

10. Shape (Sketch if Possible) **Like large kite.**

11. Nature of Luminosity:
    (directed beam of light?)

12. Altitude of Object:
    (estimated)

13. Estimated Distance of Object from Observer:

14. Estimated Speed of Object:

15. Time in Sight:

16. Tactics: **Dodged skid and speeded up.**

17. Sound Made by Object(s):

18. Direction of Flight of Object(s)

19. Apparent Construction:

20. Effect on Clouds:

21. Exhaust Trail (Color of):

22. Manner of Disappearance:

23. Weather Conditions at Time of Sighting:

24. Peculiarities Noted:

25. Summary of Incident:
    (S[redacted]) **Complete investigation not being made due to sketchiness of initial report.**

INCIDENT SUMMARY SHEET

Incident No. 230

1. Date and Time of Observation: 4 Aug 1948 - Between 2 & 3 A. M.

2. Where Sighted: North Powder, Oregon - 2-1/2 miles north of

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: J. B. McCullough, P. O. Box 2776, Boise, Idaho

5. Occupation and/or hobbies: N/S

6. Attention Attracted by: N/S

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): High tensity of green possibly on light-green side

10. Shape (Sketch if Possible) N/S - "fireball"

11. Nature of Luminosity: like meteor - had definite fluorescent glow
(directed beam of light?) circumventing it

12. Altitude of Object: 5,500 ft elevation above sea level
(estimated)

13. Estimated Distance of Object from Observer: N/S

14. Estimated Speed of Object: N/S

15. Time in Sight: N/S

16. Tactics: Performed a 5-1/2 mile trajectory and arched earthward in a natural down grade. Arc equal to approximately 90°

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) northwest to southeast

19. Apparent Construction: "fireball"

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Did not have much of a meteor type tail - but did have a definite fluorescent glow circumventing it.

22. Manner of Disappearance: "After reaching the 'nth' degree of the arc, it extinguished itself"

23. Weather Conditions at Time of Sighting: N/S

24. Peculiarities Noted: Green glow

25. Summary of Incident: (over)
(See attached page)

Incident: 230

"On August 4th, while traveling south on U. S. Highway No. 30, approximately two and one-half miles north of North Powder, Oregon, - somewhere between 2 & 3 A. M. - I was amazed to see in the heavens directly south of me, a fireball. This object appeared to come out of nowhere, but when first observed, was traveling in a horizontal line on an angle presumed to be northwest to southeast at an elevation above sea level of 5500' (absolute direction and elevation argumentative). It appeared to me - for a descriptive purpose - as having been ejected from a huge Roman candle, and this candle, by whatever power held, was on a horizontal plane with the earth. As the object in its trajectory, approximately five and one-half miles, became spent, it arched earthly in a natural down grade. As I recall it, this arc was equal to approximately 90 degrees. Immediately after reaching this 'nth' degree of the arc, it extinguished itself. I do not recall that there was much of a meteor type tail, but the object did have a definite fluorescent glow circumventing itself. As to the color, I can best describe it by referring your observation after dark to a high tensity neon sign of green - perhaps on the light green side."

See Incident # 223

INCIDENT SUMMARY SHEET

Incident No. 231

1. Date and Time of Observation: 1 Jan 48 1:25 A. M. & 1:30 A.M.

2. Where Sighted: Abilene, Texas

3. Observer's Position: ground
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr A. Schroeder, 1109 Highland Ave Abilene, Texas

5. Occupation and/or hobbies: N/S

6. Attention Attracted by: glow on the horizon - due west of Abilene, Texas (direction of White Sands Proving Grounds)

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): Bright blue green

10. Shape (Sketch if Possible) Like bell with a fan-shaped glow surrounding

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: N/S - observed on the horizon
(estimated)

13. Estimated Distance of Object from Observer: N/S - could not be estimated

14. Estimated Speed of Object: No apparent speed

15. Time in Sight: 2 seconds

16. Tactics: - remained stationary

17. Sound Made by Object(s): No sound

18. Direction of Flight of Object(s) No flight perceived

19. Apparent Construction: flare-like

20. Effect on Clouds: Clear sky

21. Exhaust Trail (Color of): Fan-shaped glow seemed to surrounded object

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Clear sky

24. Peculiarities Noted: See

25. Summary of Incident: (over)
(See attached page)

Incident: 231

Information regarding this sighting taken from a letter of Oscar Monnig addressed to Mr A. Schroeder of Abilene, Texas, in regard to Mr Schroeder's query regarding a phenomena he witnessed the night of 1 Jan 48 at approximately 1:25 A. M. and again at 1:30 A. M.

Object was described as a fan-shaped glow which originated from a large bell on the horizon and which extended to the meridian due west of Abilene, Texas, in a perfectly clear sky. Phenomena was of 2 seconds duration. Five minutes later it was seen again for the same length of time. No sound was heard.

Mr Monnig thought the phenomena could possibly be attributed to:

(1) Disturbance of an electrical system such as transformers blowing out, or

(2) Experiments at White Sands Proving Grounds which are due west of Abilene.

NOTE: Inquiry at Holloman AF Base, Alamagordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted. See Incidents

CHECK-LIST UNIDENTIFIED FLYING OBJECTS

Incident # 232

1. Date of Incident 16 Nov 1948
2. Time of Incident 1318 Hours
3. Place of observation Demarest N.J. (25 Miles NW NYC) (House)
4. Name of observer Marie S. Green
5. Occupation of observer Housewife
6. Address of observer County Rd., Demarest N.J.
7. Number of objects observed 1
8. Distance of object from observer
9. Time in sight 1 min.
10. Altitude of object 1000 ft.
11. Speed
12. Direction of flight North to South
13. Tactics
14. Lights
15. Sound
16. Size
17. Color Aluminum or Silverly with dark color mixed in.
18. Shape Ball Like
19. Odor detected
20. Apparent construction Metallic
21. Exhaust trails
22. Weather conditions
23. Effect on clouds
24. Sketches or photographs
25. Manner of disappearance
26. Remarks: No further investigation being made by this office due to fact only one person witnessed phenomena

INCIDENT SUMMARY SHEET

Incident No. 233

SECRET

1. Date and Time of Observation: 1 Jan 1949 1700

2. Where Sighted: 2 miles east of Jackson, Mississippi

3. Observer's Position: from air at an altitude of about 1,800 ft
(i. e., ground, air, control tower, etc.)

4. Name and Address of Observer: Mr & Mrs Tom Rush, 402 Mitchell Ave., Jackson, Mississippi

5. Occupation and/or hobbies: Pilot employed by Dixie Air Service at Jackson, Mississippi., Ex AAF pilot

6. Attention Attracted by: something fly/ing in front of them

7. Number of Object(s) Seen: 1

8. Size of Object(s): 60 ft long, 10 feet wide tapering to 4 ft

9. Color of Object(s): Dark blue or black

10. Shape (Sketch if Possible) cigar-shaped - not unlike sleeve target. (1st report mentioned short stubby wings)

11. Nature of Luminosity: N/S
(directed beam of light?)

12. Altitude of Object: 1500 to 1600 feet, then a gradual climb
(estimated)

13. Estimated Distance of Object from Observer: Crossed path of plane at 500 feet; after turn it was as close as 1,200 feet from them

14. Estimated Speed of Object: Approx 200 MPH when first sighted, then accelerating to approximately 400 to 500 MPH

15. Time in Sight: 10 to 12 seconds

16. Tactics: Made 50° turn and increased speed as it headed southwest

17. Sound Made by Object(s): Similar to helicopter (1st report roar (2d report)

18. Direction of Flight of Object(s) West then southwest

19. Apparent Construction: Similar to tow target

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): none visible

22. Manner of Disappearance: ~~gradual~~ climbed toward Southwest & disappeared

23. Weather Conditions at Time of Sighting: Weather clear to southwest

24. Peculiarities Noted: As object made turn object appeared to have no wings.

25. Summary of Incident: (over)
(See attached page)

SECRET

5-20300

SECRET

Incident: 233

Mr Tom Rush, a pilot with Dixie Air Service, Jackson, Mississippi, and his wife (private pilot), sighted an unidentified aerial object 2 miles east of Jackson, Mississippi, at 1700 C, 1 Jan 49 while coming in for a landing at the Dixie Airport. Object was first described as being cigar-shaped with short stubby wings resembling a rocket. (Second report states there were no wings) Mr Rush specifically states in a signed letter "as the object made its turn, it was then that I noticed the object didn't have wings." Object was first thought to be a large tow target about 60 feet long and about 10 feet in diameter at one end and about 4 ft at the trailing end. The tail even fluttered like a target but there was nothing towing it and the object moved at greater speed than tow targets. When the object crossed in front of the plane Rush estimated the speed to be about 200 MPH and stated that the object crossed some 500 feet in front of them. After the turn, the object was within 1,200 feet of the plane. Mr Rush attempted to point out the object to the pilot but the pilot did not understand and apparently did not see the object. As the object turned to the southwest it accelerated its speed and flew out of sight. Object seen for some 10 to 12 seconds. Color was dark blue or black. Speed at first sighting - 200 miles per hour, later thought to have accelerated to between 400 to 600 mph.

Object was sighted by the above persons who were passengers in a Stinson civilian aircraft. No photographs were taken since a camera was not available. The Stinson was flying at about 1,800 feet. Investigation of flight schedules of adjacent airfields could throw no light on the incident.

SECRET

S-26300

RESTRICTED

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation _____ Date of Interview _____

2. Exact time of observation (local) _____

3. Place of Observation :
   (Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details:

5. What attracted attention to object:

6. Number of objects and sketch of formation or grouping:

7. Apparent size (compare to known object, i. e., sun, moon, thumb or fist at arms length):

8. Color of object:

9. Shape (give graphic description - compare with known object):

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):

11. Direction from observer (Angle clockwise from North):

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):

13. Direction of flight of object (s):

14. Time in sight:

15. Speed (time to cover given angular distance):

16. Sound and odor:

Incl 2

RESTRICTED

5-20300

RESTRICTED

Incident No. _____

17. Trail (color, length, width, persistance, etc.)

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance):

19. Projections (fins, wings, rods, antennae, canopies, etc.):

20. Maneuvers (turns, climbs, dives, etc - sketch of flight path):

21. Manner of disappearance:

22. Effect on clouds:

23. Additional information concerning object:

24. Weather conditions and light at time of sighting:

Name and address of observer:

Occupation and hobbies:

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

RESTRICTED

5-20300

Incident No. _____

Relative to Radar Sightings

1. Re radars now operating on ground

   a. Observations of direction, range, speed, altitude and size of target:

   b. Did target execute any turns? If so, what angle (180°), etc, and what radius of turn. If radius of turn was not observable, how long did the target stay in the turn and what was its speed:

   c. Note particularly any separation of distant target into several targets upon approach:

   d. Was radar blip on cathode ray tube well defined and consistent with size of object; faint; fading, pulsating at regular rate:

   e. Did radar echo signal disappear suddenly or gradually?

2. If airbourne, when object was sighted

   a. Were there any radar indications or extra noise on radio circuits:

   b. Give estimates of size, speed, mancuvers, etc.:

GENERAL

1. Teletype sequences of local weather conditions:

2. Winds aloft report:

Incident No. _____

Guide to Investigation

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:
   (Check Canadian activity if close to border)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance Navy, Air Force, Army, Weather Units, Research Organizations or any other:

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparison of soils.

6. Obtain photographs (or original negatives) where available; if not, secure sketches of:

   a. Object
   b. Surrounding terrain where object was observed
   c. Place where object contacted earth (if this happened)
   d. Maneuvers
   e. Formation (if more than two)

7. Secure signed statements.

8. Obtain fragments or physical evidence where possible.

5-22300

RECEIVED
FEB 2 8 1950
OP-323M5

RECEIVED
MAR 16 1949
518